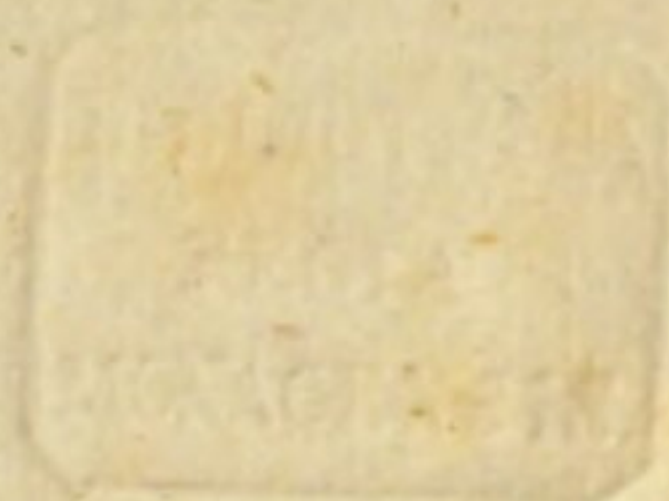


Am. B. 3040

(219)

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Proceedings



Am. B. 3040 (219)

39TH CONGRESS, }
1st Session. }

HOUSE OF REPRESENTATIVES.

{ Ex. Doc.
{ No. 1.

5771

MESSAGE

OF THE

PRESIDENT OF THE UNITED STATES,

AND

ACCOMPANYING DOCUMENTS,

TO THE

TWO HOUSES OF CONGRESS,

AT

THE COMMENCEMENT OF THE FIRST SESSION

OF

THE THIRTY-NINTH CONGRESS.

Vol. I

WASHINGTON:
GOVERNMENT PRINTING OFFICE.
1866.

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REPORT
OF
THE SECRETARY OF WAR,
IN TWO VOLUMES.

VOL. I

REPORT

THE SECRETARY OF WAR

IN THE HOUSE OF REPRESENTATIVES

VOLUME

REPORT
OF
THE SECRETARY OF WAR,
1865.

WAR DEPARTMENT,
Washington City, November 22, 1865.

MR. PRESIDENT: The military appropriations by the last Congress amounted to the sum of five hundred and sixteen millions two hundred and forty thousand one hundred and thirty-one dollars and seventy cents, (\$516,240,131 70.) The military estimates for the next fiscal year, after careful revision, amount to thirty-three millions eight hundred and fourteen thousand four hundred and sixty-one dollars and eighty-three cents, (\$33,814,461 83.) The national military force on the first of May, 1865, numbered one million five hundred and sixteen men. It is proposed to reduce the military establishment to fifty thousand troops, and over eight hundred thousand have already been mustered out of service. What has occasioned this reduction of force and expenditure in the War Department it is the purpose of this report to explain.

At the commencement of the last session of Congress much had been accomplished towards suppressing the rebellion and restoring federal authority over the insurgent States. But the rebels still held Richmond as the capital of their so-called confederate government, and the semblance of State government existed in Virginia, North Carolina, South Carolina, Georgia, Alabama, Florida, Mississippi, and Texas, while a strong military force occupied a considerable portion of Arkansas and Louisiana. Their principal army, under its favorite commander, General Lee, defended with undaunted front impregnable positions around Petersburg and Richmond. Another army, under General Hood, was moving north, with purpose to invade Tennessee and Kentucky. West of the Mississippi, a large force, under General Kirby Smith, threatened Arkansas, Kansas, and Missouri. The chief seaports of the rebel States—Wilmington, Charleston, Savannah, and Mobile—were strongly garrisoned and fortified, and our blockading squadrons were unable to prevent trade and supplies reaching the enemy. Pirate steamers, built in foreign ports for rebel cruisers, armed, manned, equipped and supplied by foreign capital, roamed the high seas, burning our ships and destroying our commerce. Marauders, hired by the rebel government and harbored on our northern frontier, were setting on foot piratical expeditions against our commerce on the lakes, planning to burn and plunder

our towns and cities, and were plotting murder against the President and Vice-President of the United States, in hopes of overthrowing our government by anarchy. Faith in their final success and hope of open recognition by foreign governments still animated leading traitors.

But now the approaching session of Congress will find the authority of the federal government effectually and peacefully exercised over the whole territory of the United States. All the armies heretofore arrayed against the national government have laid down their arms, and surrendered as prisoners of war. Every hostile banner has been hauled down; the so-called confederate government is overthrown; its president is a prisoner in close custody, awaiting trial; while its vice-president and three of its chief executive officers have been recently enlarged from prison by your clemency. All the ordinances, laws, and organizations created or existing under or by virtue of the so-called confederate government have been swept away, and, by your sanction, the people of the insurgent States have organized, or are busily engaged in organizing, State governments, in subordination to the federal authority. In harmony with this new condition of affairs, the military force of the federal government has been reduced, large armies disbanded, and nearly a million of brave men, lately soldiers in arms, paid and honorably mustered out of service, have gone from camps, garrisons and posts to their homes, and most of them are engaged already in the peaceful pursuits of civil life.

Among the causes which, under Divine Providence, have brought about these wonderful results, successful military operations stand first in order.

A clear comprehension of these operations requires a brief glance at the military position just before the spring campaigns of 1864.

Notwithstanding the successful campaigns on the Mississippi, in 1863, by the reduction of Vicksburg and Port Hudson, severed in twain the rebel territory and restored to us the navigation and commerce of the Mississippi, while the victory at Gettysburg drove back the rebel invaders from the northern States, yet the military strength of the rebels continued formidable. The army of Virginia, under General Lee, recovered from its disaster at Gettysburg, occupied its former lines in Virginia, protecting the rebel capital, and holding inactive and in check the army of the Potomac. Another large army, under General Bragg, re-enforced by Longstreet's corps, threatened the reconquest of Tennessee. After the disastrous battle of Chickamauga, our army of the Cumberland, shut up and surrounded at Chattanooga, unable to move by reason of the inclemency of the weather and impassable roads, was in extreme jeopardy.

At this discouraging juncture a change of military organization was made. The departments of the Ohio, the Tennessee, and the Cumberland were united in one military division, called the division of the Mississippi, under Major General Grant. Command of the army of the Cumberland was given to Major General George H. Thomas, relieving General Rosecrans. A winter campaign was immediately directed against Bragg's army. The battles of Wauhatchie, Lookout Mountain, Missionary Ridge, and Chattanooga opened our communications, and routed Bragg's army with heavy loss. The movement of Longstreet's

corps against Knoxville, to recover East Tennessee, also proved a disastrous failure to the rebels, who were driven off and forced back to the mountains.

In the month of February, 1864, General Sherman's movement, with a large force, from Vicksburg, into the interior of the State of Alabama, as far as Meridian, inflicted heavy loss upon the enemy by the destruction of railroads and supplies, the capture of prisoners, and the escape of negroes and refugees. This operation demonstrated the capacity of an invading army to penetrate the rebel States and support itself on the country, and was the forerunner of the great movements in Georgia.

The arrangements for the spring campaigns of 1864 were made, on the part of the government, to put forth its strength. In all the bureaus of the War Department supplies were provided on a scale of great magnitude, to meet any exigency that could be foreseen. The estimates were based upon an army organization of one million of men. The States were called upon to strengthen the armies by volunteers; new drafts were ordered and put in execution throughout all the loyal States; vast supplies of arms, ammunition, clothing, subsistence, medical stores, and forage were provided and distributed in depots, to meet the wants of the troops wherever they might operate; horses, mules, wagons, railroad iron, locomotives and cars, bridge timber, telegraph cable and wire, and every material for transportation and communication of great armies under all conditions, were supplied. Congress, with unstinting hand, voted large appropriations for recruiting, paying, and supplying the troops. The office of lieutenant general, to command all the armies, was created by law. Ulysses S. Grant was appointed to that rank by the President, and assumed command, as Lieutenant General, on the 17th day of March, 1864, from which time the operations of all the armies were under his direction.

The national forces engaged in the spring campaign of 1864 were organized as armies or distributed in military departments as follows:

The army of the Potomac, commanded by Major General Meade, whose headquarters were on the north side of the Rapidan. This army was confronted by the rebel army of Northern Virginia, stationed on the south side of the Rapidan, under General Robert E. Lee.

The 9th corps, under Major General Burnside, was, at the opening of the campaign, a distinct organization, but on the 24th day of May, 1864, it was incorporated into the army of the Potomac.

The army of the James was commanded by Major General Butler, whose headquarters were at Fortress Monroe.

The headquarters of the army of the Shenandoah, commanded by Major General Sigel, were at Winchester.

Three armies were united under Major General William T. Sherman, viz: the army of the Cumberland, Major General Thomas commanding; the army of the Tennessee, Major General McPherson commanding; and the army of the Ohio, Major General Schofield commanding. General Sherman's headquarters were at Chattanooga. The effective strength of these three armies was nearly one hundred thousand men, and two hundred and fifty-four guns, to wit:

Army of the Cumberland, Major General Thomas commanding :

Infantry	54,568
Artillery	2,377
Cavalry	3,828
Total	60,773
Number of guns	130

Army of the Tennessee, Major General McPherson commanding :

Infantry	22,437
Artillery	1,104
Cavalry	624
Total	24,165
Number of guns	96

Army of the Ohio, Major General Schofield commanding :

Infantry	11,183
Artillery	679
Cavalry	1,697
Total	13,559
Number of guns	28

Grand aggregate number of troops	98,497
Grand aggregate number of guns	254

About these figures were maintained during the campaign; the number of men joining from furlough and hospitals compensating for the loss in battle and from sickness.

In the department of Kentucky there was likewise a large active force, under command of Major General Burbridge, and also in East Tennessee, under Major General Stoneman. Adequate forces were reserved in the department of Washington, under Major General Augur, to protect the capital and the immense depots of military supplies at Washington and Alexandria, and also in the Middle military department under Major General Lewis Wallace, to cover Baltimore and the important lines of supply and communication in that department. Besides the armies operating actively in the field, troops were assigned to garrison exposed and important strategic points, to guard hospitals, recruiting stations, prison camps, supply depots, railroad lines, and to defend border States and the northern frontier from rebel raids.

In the department of the south a force was operating against Charleston and in Florida, under General Gillmore.

West of the Mississippi the forces were under the respective departmental commanders. In the department of the Gulf, embracing Louisiana and Texas, Major General Banks had his headquarters at New Orleans. The department of Arkansas was in command of Major General Steele. Major General Curtis commanded the troops assigned for the department of Kansas and the Indian Territory. The troops in the department of the Missouri were under command of Major General Rosecrans. The defence of the northwestern States and Territories against Indians, expeditions to check incursions and reduce hostile tribes, and to protect the overland route to California, employed a considerable force under Major General Pope, in the northwest department, General Carleton in New Mexico and Arizona, and General Connor in the Indian Territory. The States and Territories on the Pacific coast required but a small force, under Major General McDowell.

The headquarters of the Lieutenant General commanding all the armies were with the army of the Potomac in the field.

Official reports show that on the first of May, 1864, the aggregate national military force of all arms, officers and men, was nine hundred and seventy thousand seven hundred and ten, to wit :

Available force present for duty.....	662,345
On detached service in the different military departments.....	109,348
In field hospitals, or unfit for duty.....	41,266
In general hospitals or on sick leave at home.....	75,978
Absent on furlough, or as prisoners of war.....	66,290
Absent without leave.....	15,483
Grand aggregate.....	970,710

The aggregate available force present for duty May 1, 1864, was distributed in the different commands as follows :

Department of Washington.....	42,124
Army of the Potomac.....	120,384
Department of Virginia and North Carolina.....	59,130
Department of the South.....	18,169
Department of the Gulf.....	61,865
Department of Arkansas.....	23,666
Department of the Tennessee.....	74,170
Department of the Missouri.....	15,775
Department of the Northwest.....	5,296
Department of Kansas.....	4,798
Headquarters military division of the Mississippi.....	476
Department of the Cumberland.....	119,948
Department of the Ohio.....	35,416
Northern department.....	9,546
Department of West Virginia.....	30,782

Department of the East.....	2,828
Department of the Susquehanna....	2,970
Middle department.....	5,627
Ninth army corps	20,780
Department of New Mexico.....	3,454
Department of the Pacific	5,141
	662,345

Active military operations west of the Mississippi commenced in the month of March, 1864. The principal rebel forces beyond the Mississippi were concentrated under General Kirby Smith, at Shreveport, on the Red river. Against this force an expedition was undertaken by Major General Banks, with a large army from New Orleans, to be co-operated with by troops from the department of Arkansas, under General Steele, and from the division of the Mississippi, under General A. J. Smith, and also a large naval force under Admiral Porter. General Banks with his forces reached Alexandria about the 20th of March. Advancing thence towards Shreveport, a series of disasters commenced, that ended in the failure of the expedition with heavy loss of men and material. The cause of this failure is still a subject of discussion, not material to the present report. Although by this mishap the enemy was enabled to occupy the attention of a large force designed and that might have been employed in other fields, he was himself kept in check and hindered from taking part in the great campaigns east of the Mississippi.

The campaigns in Virginia opened on the 4th day of May. By simultaneous movements the army of the Potomac crossed the Rapidan, and City Point, on the south side of the James, was seized and occupied by General Butler. The crossing of the Rapidan was effected without resistance from the enemy. The movement against City Point took him by surprise. The army of the Potomac was directed at Lee's army, while the city of Richmond was the objective point of the army of the James.

Minute details of the subsequent campaigns are given in the accompanying reports of the Lieutenant General, and other distinguished commanders, so that nothing more than a cursory view of the main results is here required.

The antagonist armies of Meade and Lee met in conflict near Mine Run on the 5th day of May. Forty-three days of desperate fighting or marching by day and night forced back the rebel army from the Rapidan to their intrenchments around Richmond, and carried the army of the Potomac to the south side of the James river. The strength of the enemy's force when the campaign opened, or the extent of his loss, is not known to this department. Any inequality of numbers between Lee's army and the army of the Potomac was fully compensated by the advantage of position. Resolute purpose and desperate valor were exhibited on both sides. In the battles of the Wilderness, Spottsylvania Court House, Jericho Ford, Hawe's Shop, and Cold Harbor, many brave soldiers and gallant officers perished. Among them were Brigadier General

Wadsworth, Brigadier General Hays, and Major General Sedgwick. Lieutenant General Grant in his report observes :

“ The battles of the Wilderness, Spottsylvania, North Anna, and Cold Harbor, bloody and terrible as they were on our side, were even more damaging to the enemy, and so crippled him as to make him wary ever after of taking the offensive. His losses in men were probably not so great, owing to the fact that we were, save in the Wilderness, almost invariably the attacking party, and when he did attack, it was in the open field.”

Although expectations of destroying Lee's army, and the speedy capture of Richmond and Petersburg, were disappointed, and the enemy had found refuge behind impregnable fortifications, the campaign was still prosecuted with determined purpose towards the same object. While the rebel army was sheltered in his intrenchments the national forces were busy at work outside strengthening and advancing their position, breaking the communications of the enemy, cutting off and destroying his supplies, narrowing his limits, harassing him by raids, and occupying his attention to prevent detachments or re-enforcements being sent to operate elsewhere.

Active operations were also going on in the valley of the Shenandoah. On the first of May an expedition, under Generals Crook and Averill, was sent out by General Sigel, which reached Wytheville and accomplished the destruction of much rebel property. General Sigel advanced, on the 8th day of May, with his force, from Winchester to New Market, where, met by the enemy under General Breckinridge, he was defeated and fell back to Cedar creek. General Hunter was then placed in command of the department. He marched with a strong force towards Staunton, and in a brilliant engagement at Piedmont defeated the enemy with severe loss. Advancing to Staunton, he was joined there by Crook and Averill, and moved against Lynchburg. Re-enforcements from the enemy having arrived before him, General Hunter retired by way of the Kanawha. Meanwhile, in order to repair the losses of the army of the Potomac, the chief part of the force designed to guard the middle department and the department of Washington was called forward to the front. Taking advantage of this state of affairs, in the absence of General Hunter's command, the enemy made a large detachment from their army at Richmond, which, under General Early, moved down the Shenandoah valley, threatening Baltimore and Washington. Their advance was checked at Monocacy, where a severe engagement was fought by our troops under General Wallace, re-enforced by a part of the 6th corps under General Ricketts. After this battle the enemy continued to advance until they reached the intrenchments around Washington. Here they were met by troops from the army of the Potomac, consisting of the 6th corps, under General Wright, a part of the 8th corps, under General Gillmore, and a part of the 19th corps, just arrived from New Orleans, under General Emory. By these troops the enemy were driven back from Washington, and retreated hastily to Virginia, pursued by our forces under General Wright.

On the 7th day of August, 1864, General Sheridan was placed in command of the military division comprising the department of Washington, the depart-

ment of West Virginia, the department of the Susquehanna, and the middle department. In two great battles, at the crossing of the Opequan on the 19th of September, and at Fisher's Hill on the 22d of September, the rebel army under Early was routed and driven from the valley with immense loss of prisoners, artillery, and stores. A desperate effort was made by the enemy to recover their position. Early was strongly re-enforced, and on the morning of the 19th of October, in the absence of General Sheridan, his lines were surprised, his position turned, and his forces driven back in confusion. At the moment when a great disaster was impending, Sheridan appeared upon the field, the battle was restored, and a brilliant victory achieved. The routed forces of the enemy were pursued to Mount Jackson, where he arrived without an organized regiment of his army. All his artillery and thousands of prisoners fell into Sheridan's hands. These successes closed military operations in the Shenandoah valley, and a rebel force appeared there no more during the war.

Major General William T. Sherman began the brilliant series of his campaigns early in May. The first objective point was Atlanta. To reach that city his armies must pass from the northern limit to the centre of the great State of Georgia, forcing their way through mountain defiles and across great rivers, overcoming or turning formidable intrenched positions defended by a strong, well-appointed veteran army, commanded by an alert, cautious, and skilful general. The campaign opened on the 6th day of May, and on the 2d day of September the national forces entered Atlanta. This achievement is thus described in General Sherman's Field Order No. 68 :

"On the first of May our armies were lying in garrison seemingly quiet from Knoxville to Huntsville, and our enemy lay behind his rocky-faced barrier at Dalton, proud, defiant, and exulting. He had had time since Christmas to recover from his discomfiture on the Mission Ridge, with his ranks filled, and a new commander-in-chief, and second to none in the confederacy in reputation for skill, sagacity and extreme popularity. All at once our armies assumed life and action and appeared before Dalton. Threatening Rocky Face we threw ourselves upon Resaca, and the rebel army only escaped by the rapidity of its retreat, aided by the numerous roads with which he was familiar, and which were strange to us. Again he took post in Allatoona, but we gave him no rest, and, by our circuit towards Dallas and subsequent movement to Acworth, we gained the Allatoona Pass. Then followed the eventful battles about Kenesaw, and the escape of the enemy across the Chattahoochee river.

"The crossing of the Chattahoochee and breaking of the Augusta road was most handsomely executed by us, and will be studied as an example in the art of war. At this stage of our game our enemies became dissatisfied with their old and skilful commander, and selected one more bold and rash. New tactics were adopted. Hood first boldly and rapidly, on the 20th of July, fell on our right at Peach Tree creek, and lost. Again, on the 22d, he struck our extreme left, and was severely punished ; and finally, again on the 28th, he repeated the attempt on our right, and that time must have become satisfied, for since that date he has remained on the defensive. We slowly and gradually drew our

lines about Atlanta, feeling for the railroad which supplied the rebel army and made Atlanta a place of importance.

"We must concede to our enemy that he met these efforts patiently and skillfully, but at last he made the mistake we had waited for so long, and sent his cavalry to our rear far beyond the reach of recall. Instantly our cavalry was on his only remaining road, and we followed quietly with our principal army, and Atlanta fell into our possession as the fruit of well-concerted measures, backed by a brave and confident army."

For military reasons, stated in the report of the Lieutenant General, it was determined that Atlanta should be destroyed, and Sherman's armies push forward to Savannah or some other point on the Atlantic coast.

Shortly before the fall of Atlanta, General Johnston had been superseded in command of the rebel army by General Hood, who, adopting a different system from that pursued by his cautious predecessor, boldly assumed the offensive, with a view to force General Sherman from Georgia, by cutting off his communications, and invading Tennessee and Kentucky. Pursuant to this plan, Hood, by a rapid march, gained and broke up, at Big Shanty, the railroad that supplied Sherman's army, advanced to Dalton, and thence moved towards Tennessee. Hood was followed from Atlanta by General Sherman far enough north to cover his own purpose and assure him against Hood's interrupting the contemplated march to the sea-coast. Sherman turned back suddenly to Atlanta. That city, and all the railroads leading to it, were destroyed, and on the 15th of November the march commenced for Savannah. Advancing in three columns, and living upon the country, the capital of the State and other large towns were occupied without resistance. General Sherman's command, on the 10th of December, "closed in on the enemy's works which covered Savannah." Fort McAllister was gallantly carried by assault on the same day. The city of Savannah, strongly fortified, and garrisoned by a large force under General Hardee, was summoned, but surrender was refused. Preparations for assault were made, and in the night of the 20th of December Hardee evacuated the city, and, with a large part of his garrison, escaped under cover of darkness. The United States troops entered the city early in the morning of the 21st of December. Immense quantities of arms, ammunition, ordnance, and military stores were captured, and the cotton that fell into our hands amounted in value to many millions of dollars.

While General Sherman's army was marching south from Atlanta to the sea-coast the rebel army under Hood, strongly re-enforced, was moving north, threatening Tennessee. The task of encountering this formidable foe, and defending the border States from invasion, was intrusted to Major General George H. Thomas, who was ably assisted by his second in command, Major General Schofield. In his report General Thomas says:

"I found myself confronted by the army which, under General J. E. Johnston, had so skilfully resisted the advance of the whole active army of the military division of the Mississippi from Dalton to the Chattahoochee, re-enforced by a well-equipped and enthusiastic cavalry command of over 12,000 men, led by one of the boldest and most successful cavalry commanders in the rebel army. My

information from all sources confirmed the reported strength stated of Hood's army to be from forty to forty-five thousand infantry and from twelve to fifteen thousand cavalry. My effective force at this time consisted of the 4th corps, about 12,000, under Major General D. S. Stanley; the 23d corps, about 10,000, under Major General Schofield; Hatcher's division of cavalry, about 4,000; Croxton's brigade, 2,500; and Capron's brigade, of about 1,200. The balance of my force was distributed along the railroad, and posted at Murfreesboro', Stevenson, Bridgeport, Huntsville, Decatur, and Chattanooga, to keep open our communications and hold the posts above named, if attacked, until they could be re-enforced, as up to this time it was impossible to determine which course Hood would take, advance on Nashville or turn towards Huntsville. Under these circumstances, it was manifestly best to act on the defensive until sufficiently re-enforced to justify taking the offensive. On the 12th of November communication with General Sherman was severed, the last despatch from him leaving Cartersville, Georgia, at 2.25 p. m. on that date. He had started on his great expedition from Atlanta to the seaboard, leaving me to guard Tennessee, or to pursue the enemy if he followed the commanding general's column. It was, therefore, with considerable anxiety that we watched the force at Florence, to discover what course they would pursue with regard to General Sherman's movements, determining thereby whether the troops under my command, numbering less than half those under Hood, were to act on the defensive in Tennessee, or take the offensive in Alabama."

When the possibility of Hood following Sherman was over, General Thomas took measures to act on the defensive. Re-enforcements of new regiments were hurried forward to him by the governors of the western States. All troops fit for any military duty were collected and sent forward from the hospitals; absentees on leave were called in; the employés in the quartermaster's department were armed and organized for duty in the intrenchments, and two divisions of veteran infantry, under command of General A. J. Smith, that had been serving on the Red river, and afterwards in Missouri, were pushed forward to General Thomas. By these means his forces were speedily swelled, when concentrated, to an army nearly as large as that of the enemy. The public property and garrisons were drawn in from exposed positions and points not required to be held, the fortifications of Nashville were strengthened, and every preparation was made for a struggle of no ordinary magnitude. Hood advanced to Columbia, where his attempt to cross Duck creek was checked for a while by General Schofield, who repulsed the enemy many times with heavy loss. Schofield's main force in front of Columbia was withdrawn on the night of the 29th of November, and a position taken at Franklin on the morning of the 30th. Here took place one of the most fierce and bloody battles of the war. "The enemy," says General Thomas, in his report, "followed closely after General Schofield's rear guard in the retreat to Franklin, and upon coming up with the main force, formed rapidly and advanced to assault our works, repeating attack after attack during the entire afternoon, and as late as 10 p. m. his efforts to break our lines were continued. General Schofield's position was excellently chosen, with both flanks resting on the river, and his men firmly held their ground against an overwhelm-

ing enemy, who was repulsed in every assault along the whole line. Our loss, as given by General Schofield in his report, transmitted herewith, (and to which I respectfully refer,) is 189 killed, 1,033 wounded, and 1,104 missing, making an aggregate of 2,326. We captured and sent to Nashville 702 prisoners, including one general officer and 33 stands of colors. Major General D. S. Stanley, commanding 4th corps, was severely wounded at Franklin while engaged in rallying a portion of his command which had been temporarily overpowered by an overwhelming attack of the enemy. At the time of the battle the enemy's loss was known to be severe, and was estimated at 5,000. The exact figures were only obtained, however, on the reoccupation of Franklin by our forces, after the battles of December 15 and 16, at Brentwood Hills, near Nashville, and are given as follows: Buried upon the field, 1,750; disabled and placed in hospital at Franklin, 3,800; which, with the 702 prisoners already reported, makes an aggregate loss of 6,252, among whom were six general officers killed, six wounded, and one captured. The important results of this signal victory cannot be too highly appreciated; for it not only seriously checked the enemy's advance, and gave General Schofield time to remove his troops and all his property to Nashville, but it also caused deep depression among the men of Hood's army, making them doubly cautious in their subsequent movements."

On the night after the battle of Franklin, General Schofield, by the direction of General Thomas, fell back to Nashville, in front of which city, on the heights, a line of battle was formed by noon of the 1st of December. Hood's army appeared before Nashville on the 2d of December. The intense severity of the weather prevented operations for several days. Both armies were ice-bound for a week previous to the 14th of December, when the weather moderated, and General Thomas, having completed his preparations, issued orders for battle the ensuing day. At an early hour on the morning of the 15th of December General Thomas moved against Hood's army. The battle was furiously contested until nightfall. "The total result was the capture of 16 pieces of artillery and 1,200 prisoners, besides several hundred stands of small arms and about 40 wagons. The enemy had been forced back at all points, with heavy loss, and our casualties were unusually light. The behavior of the troops was unsurpassed for steadiness and alacrity in every movement, and the original plan of battle, with but few alterations, was strictly adhered to. The whole command bivouacked in line of battle during the night on the ground occupied at dark, while preparations were made to renew the battle at an early hour on the morrow."

The battle was renewed on the 16th, at six o'clock in the morning. At three o'clock in the afternoon the enemy's strong position on Overton's Hill was assaulted by the 4th corps. "Immediately following the effect of the 4th corps, Generals Smith's and Schofield's commands moved against the enemy's works in their respective fronts, carrying all before them, irreparably breaking his lines in a dozen places, and capturing all his artillery and thousands of prisoners, among the latter four general officers. Our loss was remarkably small, scarcely mentionable. All of the enemy that did escape were pursued over the

tops of Brentwood or Harpeth Hills. General Wilson's cavalry dismounted, attacked the enemy simultaneously with Schofield and Smith, striking him in reverse, and, gaining firm possession of Granny White pike, cut off his retreat by that route. Wood's and Steedman's troops, hearing the shouts of victory coming from the right, rushed impetuously forward, renewing the assault on Overton's Hill, and although meeting a very heavy fire, the onset was irresistible, artillery and innumerable prisoners falling into our hands. The enemy, hopelessly broken, fled in confusion through the Brentwood Pass, the 4th corps in a close pursuit, which was continued for several miles, when darkness closed the scene, and the troops rested from their labors. During the two days' operations there were 4,462 prisoners captured, including 287 officers of all grades from that of major general, 53 pieces of artillery, and thousands of small-arms. The enemy abandoned on the field all of his dead and wounded."

At the battle of Nashville, Hood's army, which at one time was considered the best drilled and most formidable rebel force set on foot during the war, disappeared as an army organization. Commanded successively by Bragg, Johnston, and Hood, many bloody fields proved the courage of the soldiers and the skill of its commanders. The shattered fragments of this army were pursued from Nashville to the Tennessee river by the main forces of General Thomas, and were followed and harassed for two hundred miles by detached commands. In his report General Thomas remarks: "To Colonel Palmer and his command is accorded the credit of giving Hood's army the last blow of the campaign, at a distance of over two hundred miles from where we first struck the enemy on the 15th of December, near Nashville." What troops escaped from the pursuit were afterwards united with other fragments of rebel forces under General Johnston, and finally laid down their arms to General Sherman at Raleigh.

While the events that have been mentioned were transpiring in the main armies, other military operations of less magnitude, but contributing to the general result by harassing and weakening the enemy, were in progress. A large rebel force, under John Morgan, invaded Kentucky, and was defeated by General Burbridge in a severe engagement at Cynthiana on the 12th day of June. John Morgan was surprised and killed, and his staff captured by General Gillem on the 4th day of September, 1864. In the month of November a rebel expedition, under Breckinridge, Duke, and Vaughn, was repulsed by General Ammon, and driven from East Tennessee. An expedition, under General Stoneman and General Burbridge, penetrated to Saltville, in southwestern Virginia, destroyed the works at that place, broke up the railroads, and inflicted great destruction upon the enemy's supplies and communications.

After the withdrawal of our troops from the Red river, a large rebel force advanced under Sterling Price into Kansas, and penetrated thence into the department of the Missouri. But they were at length driven back with heavy loss.

Other military operations, of greater or less magnitude, occurred during the year—some attended with disaster, some with brilliant success. Of the former class were Kilpatrick's raid against Richmond, the capture of Plymouth and its

garrison, at the commencement of the year, by the rebels under Hoke; the defeat of the expedition from Memphis, under General Sturgis; the capture of Fort Pillow by Chalmers and Forrest; and Stoneman's expedition to Andersonville. On the other hand, the raids of Grierson from Memphis, in December, of Stoneman and Burbridge into Virginia, of Wilson into Alabama, inflicted sore distress upon the enemy, and brought the rebels to a solemn sense of the sufferings caused to themselves by the war they had undertaken against their government.

At the commencement of the year 1865 all hearts were more anxious than ever to bring the war to a speedy close. Every preparation to that end was made by the department and by the military commanders in the field. Adequate appropriations were voted and new popular loans authorized by Congress. Further measures for recruiting the army, prompted by experience, were enacted. A new draft for half a million of men was put into prompt execution. The State executives renewed their labors in calling for volunteers. The people responded to the demands of the occasion, and rapid recruitment began in all the States, and was at its height when Richmond fell. Troops were at that time being raised, organized, armed and equipped as fast as they could be conveniently transported to the field. To the coming campaigns through the Carolinas and in Virginia all eyes looked for a speedy and decisive result that should end the war. The military position is thus stated by the Lieutenant General:

"In March, 1865, General Canby was moving an adequate force against Mobile and the army defending it, under General Dick Taylor; Thomas was pushing out two large and well-appointed cavalry expeditions—one from Middle Tennessee, under Brevet Major General Wilson, against the enemy's vital points in Alabama; the other from East Tennessee, under Major General Stoneman, towards Lynchburg—and assembling the remainder of his available forces, preparatory to offensive operations from East Tennessee; General Sheridan's cavalry was at White House; the armies of the Potomac and James were confronting the enemy under Lee in his defences of Richmond and Petersburg; General Sherman, with his armies, re-enforced by that of General Schofield, was at Goldsboro'; General Pope was making preparations for a spring campaign against the enemy under Kirby Smith and Price, west of the Mississippi; and General Hancock was concentrating a force in the vicinity of Winchester, Va., to guard against invasion, or to operate offensively, as might prove necessary."

Official reports show that on the first of March, 1865, the aggregate national military force of all arms, officers and men, was nine hundred and sixty-five thousand five hundred and ninety-one, to wit:

Available force present for duty.....	602, 598
On detached service in the different military departments.....	132, 538
In field hospitals or unfit for duty.....	35, 628
In general hospitals or on sick leave at home.....	143, 419
Absent on furlough or as prisoners of war.....	31, 695
Absent without leave.....	19, 683
Grand aggregate.....	<u>965, 591</u>

This force was augmented on the first of May, 1865, by enlistments, to the number of one million five hundred and sixteen of all arms, officers and men, (1,000,516.)

The aggregate available force present for duty on the first of March was distributed in the different commands as follows:

Army of the Potomac.....	103, 273
Headquarters military division of the Mississippi	17
Department of the Cumberland.....	62, 626
Department of the Tennessee	45, 649
Left wing army of Georgia	31, 644
Cavalry corps military divisions of the Mississippi	27, 410
Headquarters military division of West Mississippi	24
Reserve brigades military division of West Mississippi	13, 748
Department of the Gulf.....	35, 625
Department of Arkansas.....	24, 509
Department of the Mississippi.....	24, 151
Sixteenth army corps	14, 395
Headquarters military division of the Missouri	12
Department of the Missouri.....	18, 557
Department of the Northwest	4, 731
Headquarters middle military division	841
Cavalry forces middle military division	12, 980
Nineteenth army corps	6, 612
Middle department.....	2, 089
Department of Washington.....	26, 056
Department of West Virginia.....	15, 517
Department of Pennsylvania.....	820
Department of the East.....	7, 462
Department of Virginia	45, 986
Department of North Carolina.....	34, 945
Department of the South	11, 510
Department of Kentucky	10, 655
Northern department	11, 229
Department of the Pacific	7, 024
Department of New Mexico	2, 501
Grand total	602, 598

The active operations of 1865 began with the reduction of Fort Fisher, by a combined expedition of land and naval forces. The port of Wilmington, North Carolina, during the whole war, had been a principal point of foreign trade with the rebels. The advantage of its position defied the most rigorous blockade, and, after the fall of Savannah, it was the only gate through which foreign supplies could pass to the rebels. The strong works and garrison of Fort Fisher, at the mouth of Cape Fear river, were the main defence of Wilmington. On

the 13th of December a force of about 6,500 men, under Major General Butler, started from Fortress Monroe to operate in conjunction with a naval force under Admiral Porter, against Fort Fisher. General Butler effected a landing on the 25th of December, but re-embarked on the 27th, and returned with his troops to Fortress Monroe. The Lieutenant General ordered the enterprise to be renewed by General Terry, who, on the 2d of January, was placed in command of the same troops, with a re-enforcement that made the whole number about eight thousand. On the morning of the 13th of January the troops were disembarked, under cover of a heavy effective fire from the fleet. An assault was made in the afternoon of the 15th of January, and, after desperate hand-to-hand fighting for several hours, the works were carried, the enemy driven out, and about midnight the whole garrison, with its commander, General Whiting, surrendered. The fall of Fort Fisher carried with it the other defences of Cape Fear river. Fort Caswell and the works on Smith's island fell into our hands on the 16th and 17th, Fort Anderson on the 19th, and, General Schofield advancing, the enemy were driven from Wilmington on the 21st of February.

Early in the month of January Major General Sherman, having refitted his army, entered upon his campaign from Savannah, through the States of South Carolina and North Carolina, the incidents of which are detailed in his accompanying report. Its result is thus stated in his special Field Order No. 76 :

"Waiting at Savannah only long enough to fill our wagons, we again began a march, which, for peril, labor and results, will compare with any ever made by an organized army. The floods of the Savannah, the swamps of the Combahee and Edisto, the 'high hills' and rocks of the Santee, the flat quagmires of the Pedee and Cape Fear rivers, were all passed in mid-winter, with its floods and rains, in the face of an accumulating enemy; and after the battles of Averysboro' and Bentonville we once more came out of the wilderness to meet our friends at Goldsborough. Even then we paused only long enough to get new clothing, to reload our wagons, and again pushed on to Raleigh and beyond, until we met our enemy suing for peace instead of war, and offering to submit to the injured laws of his and our country."

The operations in General Canby's military division also exercised an important influence at this juncture. After the disaster upon the Red river, a change of the military organization west of the Mississippi was made to meet the emergency. The departments of Arkansas and the Gulf, including Louisiana and Texas, were united in one military division—West Mississippi, under command of Major General Canby. His efforts were directed to the organization and concentration of the forces and material within his division, and in measures to prevent the rebel troops west of the Mississippi from re-enforcing the armies operating east of that river. In the month of July Fort Gaines, Fort Powell and Fort Morgan, constituting important defences of Mobile bay, were reduced by a combined movement of land forces, under General Gordon Granger, detached by General Canby, and co-operating with a naval force under Admiral Farragut. Early in the spring of 1865 a large force, under Generals A. J. Smith, Gordon Granger and F. Steele, was directed against the city of Mobile. The

enemy were driven out of Spanish Fort by bombardment, Fort Blakely was taken by assault, and the city of Mobile was evacuated by the enemy on the 12th of April. The brilliance of these achievements has been overshadowed by the grander scale of operations in other quarters, but their skill and success are worthy of high admiration. After the fall of Savannah, Charleston and Wilmington, the enemy had placed his last hopes on retaining a foothold in the cotton States at Mobile. It was strongly fortified and garrisoned, and orders were issued to hold it at every hazard.

In the latter part of February General Sheridan, under direction of the Lieutenant General, moved from Winchester to Staunton, which place he captured on the 2d of March, taking prisoners, artillery and military stores. He thence moved on Charlottesville, and destroyed the Richmond and Lynchburg railroad, and the bridges across the Rivanna river. Dividing his forces, one column moved to New Market and destroyed the James river canal; the other column pushed towards Lynchburg, destroying the railroad to Amherst Court House. These columns, reuniting, moved to the White House, on the Pamunkey, effecting great destruction of the canal on their route, and thence put themselves in communication with the forces around Richmond.

The month of March, 1865, opened the great campaign against Richmond and the army that had so long defended the rebel capital.

Instructions were given by the Lieutenant General on the 24th of March for a general movement of the national forces around Richmond. It commenced on the morning of the 29th of March. Ten days' marching and fighting finished the campaign. Richmond, Petersburg, the army of Virginia and its commander were captured. Jefferson Davis and his so-called confederate government were fugitives or prisoners of war. Davis fled from Richmond on the afternoon of Sunday, the 2d day of April. The national forces occupied Petersburg and entered Richmond Monday morning. Lee's army was pursued until it reached Appomattox Court House, where on Sunday, the 9th day of April, it laid down its arms on the terms prescribed by General Grant.

From this period the history of the war is but an enumeration of successive surrenders by rebel commanders. On the 26th day of April General Johnston surrendered his command to Major General Sherman, at Raleigh, North Carolina. General Howell Cobb, with twelve hundred militia and five generals, surrendered to General Wilson, at Macon, Georgia, on the 20th of April. General Dick Taylor, on the 14th of May, surrendered all the remaining rebel forces east of the Mississippi to General Canby. On the 11th of May Jefferson Davis, disguised and in flight, was captured at Irwinsville, Georgia. On the 26th of May, General Kirby Smith surrendered his entire command, west of the Mississippi, to Major General Canby. With this surrender the organized rebel force disappeared from the territory of the United States.

The flag of the United States was lowered at Fort Sumter on the 14th of April, 1861, by Major Anderson, who, long besieged by overwhelming rebel forces, was compelled, with his small garrison, to evacuate the works. On the anni-

versary of that day, four years later, the rebel forces having been driven from Charleston, the national banner was planted again upon Fort Sumter, under the orders of the President, by the hands of General Anderson, with appropriate military and naval ceremonies, and a commemorative address delivered by the Rev. Henry Ward Beecher.

Their victorious campaigns ended, the armies of the Tennessee and the Cumberland and the army of the Potomac marched through Richmond to the federal capital, where they were reviewed by the President and the distinguished commanders under whom they had so long and so gallantly served in the field. After this national ceremony they and their fellow-soldiers in other commands were paid, and, as rapidly as the condition of affairs would admit were released from the military service of the country; and, returning to their homes in the several States, they were welcomed with the thanks and rejoicings of a grateful people.

One other event may properly be noticed in this report, as a part of the military history of the rebellion. While our armies, by their gallantry and courage and the skill of their commanders, were overcoming all resistance in the field to the national authority, a swift and sudden blow was aimed at the national existence and at the life of the commander-in-chief of the army and navy, which, for atrocity in its circumstances, the cruel art that designed it, and the peril to which it exposed the government, is unsurpassed in the history of nations. Shortly before the Richmond campaign opened President Lincoln went to the headquarters of Lieutenant General Grant at City Point, where he remained until the capture of Petersburg and Richmond. After their occupation by our forces he visited those cities, and returned to Washington on the evening of Sunday, the 9th day of April. The despatch of the Lieutenant General, announcing General Lee's surrender, was communicated to him about eleven o'clock Sunday night. From that time until he was assassinated his attention was earnestly directed to the restoration of peace and the reorganization of civil government in the insurgent States. In a public address to an assemblage that met at the Executive Mansion on the evening of Wednesday, the 12th of April, to congratulate him on the success of our arms, his views and some of his measures were explained. On the night of the following Friday the President was shot by an assassin, and expired at about seven o'clock on the morning of Saturday, the 15th of April. This assassination appeared to be part of a deliberate, comprehensive conspiracy to assassinate the President, Vice President, Secretary of State, Lieutenant-General, and other officers of the government, with a view to its disorganization. About the same hour of the President's murder, an effort was made to assassinate the Secretary of State, who was then confined to his bed by serious injuries, accidentally received a few days before. He and other members of his family were dangerously wounded. Some of the parties engaged in this conspiracy were tried, convicted, and executed; others are still under sentence of imprisonment for life. The details are given in the report of the Judge Advocate General. The designs upon the Vice President and the Lieutenant General failed; and upon the death of the Presi-

dent, the Vice President was sworn into office, and assumed the duties of President of the United States. These events were promptly communicated to the armies by general orders, and from thenceforth until the present time the government has been administered by Andrew Johnson as Chief Executive and Commander-in-Chief of the army and navy.

The destruction of the rebel military power opened the way to re-establish civil government in the insurgent States. From that period the functions of the military department became simply co-operative with other branches of the federal government.

Nashville, Tennessee, was the first capital of an insurgent State in which the federal authority was re-established. The rebel army was driven out on the 23d day of February, 1862, and that city occupied by the Union forces. On the 3d day of March, 1862, Andrew Johnson, then senator in Congress from the State of Tennessee—the only senator from an insurgent State who retained his seat in Congress—was appointed military governor of the State of Tennessee. He accepted the appointment, and promptly entered upon his duties, and continued to exercise them until his resignation on the 3d day of March, 1865. In all the vicissitudes of the war his administration was directed to the establishment and maintenance of the Constitution and laws of the United States within and over the State of Tennessee. Without entering upon details it is sufficient to remark that extension of civil authority kept pace with the reduction of the rebel power. The federal courts were opened, and justice administered. Under his direction, against many discouragements and much opposition, great advance was made towards the full re-establishment of civil authority, and the restoration of the State to its practical relations to the federal government. He issued a proclamation on the 6th of January, 1864, for the election of township and county officers, justices of the peace, constables, trustees, sheriffs, clerks, registers, and tax collectors. In the month of May a convention was held at Knoxville, East Tennessee, to devise measures for restoring civil government in the State. In the month of August another convention was called to meet at Nashville on the 5th of September, to reorganize the State. A full convention being prevented by the condition of military affairs, this body recommended that another convention, “elected by the loyal people,” should assemble at an early day to revise the State constitution. The governor issued a proclamation on the 7th of September, announcing that he should proceed to appoint officers and establish tribunals “in all the counties and districts of the State whenever the people gave evidence of loyalty and a desire for civil government, and a willingness to sustain the officers and tribunals.” A convention was called to meet on the 9th of January, 1865, at Nashville, to revise the State constitution. This convention met, amendments to the State constitution were adopted, slavery was abolished, and provision made for submitting the amendments to the people, and for holding elections. The amendments were ratified by popular vote. A governor, legislature, and members of Congress were subsequently (on the 4th of March) elected by the people. The legislature assembled on the first Monday of April; the abolition of slavery was enacted, senators to Congress elected, and a State government was fully

organized, and has since continued in action. This system of reorganization having been found practicable by actual experience, it was adopted by the President, with such modifications as he deemed proper, for all the insurgent States, and is now in course of execution.

The disposition exhibited after the surrender of their armies in all the insurgent States to submit to the national authority dispensed with the necessity of keeping large armies on foot, and indicated the degree to which the war power might be reduced. So much only of the national military force has been kept in each State as is needed to keep the peace, protect the public property, and enforce the laws.

It was apparent that by the surrender of General Lee and his army, the military power, on which alone the rebellion rested, was irretrievably broken, no doubt being entertained that Lee's surrender would be followed by that of Johnston, and perhaps by all other commanders of the insurgent forces. The attention of the department was immediately directed to the following objects, and on the 13th of April, four days after Lee's surrender, public notice was given that orders would be speedily issued to carry them into effect, viz:

First. To stop all drafting and recruiting in the loyal States.

Second. To curtail purchases of arms, ammunition, quartermaster and commissary supplies, and reduce the expenses of the military establishment in the several branches.

Third. To reduce the number of general and staff officers to the actual necessities of the service.

Fourth. To remove all military restrictions upon trade and commerce, so far as might be consistent with the public safety.

These measures have been carried into effect from time to time, as the exigencies of the service would admit. It will be seen from the report of the Adjutant General that troops to the number of 800,963 have already been mustered, paid off, and disbanded. Further reduction is contemplated. Upon the discharge of troops the services of a great number of staff, field, and general officers were no longer required. Of these some have resigned, and others were honorably mustered out. No doubt in many instances it has been painful for gallant and accomplished officers to leave that service to which they have been accustomed, and where they have won honorable distinction. But it is to the credit of the volunteer service that they have recognized the obligation of the government to reduce the military establishment with the occasion that called it into existence, and that their own wishes or interest have not been importunately urged against the necessities of the service.

The disposition of the veteran reserve corps presented some considerations of peculiar nature. It was the inclination of the department to retain it in service until the meeting of Congress. But inquiry showed that a very small per cent. of enlisted men were content to remain in service. All who desired have therefore been discharged, and supernumerary officers mustered out.

Recruiting to fill the regular regiments has continued. Several thousand applications for commissions in the regular service are on file. These commis-

sions, hitherto, have been conferred only by promotion from the ranks. But to secure the requisite number of competent officers, a board has been appointed to examine applicants and determine their relative merit. From the list selected by the board, and in the order of merit, appointments are to be made. Two years' actual service in the war is indispensable for appointment.

The establishment of a well-organized militia system is one of the most important subjects that will demand the attention of Congress. This subject has already received careful consideration, and it is believed that, after conference with the appropriate committees, a practical system may be agreed upon.

Measures for the establishment of homes, and some provisions for the aid and relief of wounded and disabled soldiers, is also a subject that will commend itself strongly to every patriotic heart. Whether this duty, which the country owes to patriots who have suffered in the national defence, can best be performed by the national government or administered by the respective State authorities, and whether relief can best be afforded by an increase of pension, or by establishing homes, are points on which opinions differ, and which can only be settled by the wisdom of Congress.

The Board of Visitors to the Military Academy at West Point, in June last, made an elaborate report, which is herewith submitted. They recommend a reorganization, and a number of measures which, in their opinion, will enhance the benefits of that national institution. To these the attention of Congress is respectfully invited, with the recommendation that the number of cadets be increased, as recommended, and that the superintendence of the institution be no longer confined to the engineer bureau. It is believed that the Military Academy is at present well conducted, and that their responsible duties are efficiently performed by the officers, professors, and instructors charged with the institution.

The war appropriations at the last session of Congress, as has been stated, amounted to the sum of \$516,240,131 70. The estimates for the next fiscal year, commencing June 30, 1866, are \$33,814,461 83.

These estimates are based upon a standing force of fifty thousand men, so organized as to admit of an increase, without additional organizations, to 82,600 troops of all arms.

This estimate has been made after conference and careful consideration, and is believed to be adequate for any national exigency, if the country should be blessed with peace. The reduction of the national military force, in its rapidity and numbers, is without example, and if there be any alarm in the public mind because this reduction is made while grave questions at home and abroad are unsettled, a brief consideration of the subject will show that there is no cause for apprehension.

The force to be retained is small compared with that which was organized to subdue the rebellion. But the only reasons demanding greater force are—1st, renewal of the insurrection; 2d, a foreign war. For either or both emergencies the national resources remain ample. The chief demands for war, as shown by our experience, are, 1st, troops; 2d, arms and ammunition; 3d, clothing; 4th, transportation; and 5th, subsistence supplies.

The troops disbanded were chiefly volunteers, who went to the field to uphold the system of free government established by their fathers, and which they mean to bequeath to their children. Their toils and sufferings, their marches, battles, and victories, have not diminished the value of that government to them; so that any new rebellion would encounter equal or greater force for its reduction; and none can ever spring up with such advantages at the start, or be conducted with superior means, ability, or prospect of success. A foreign war would intensify the national feeling, and thousands, once misled, would rejoice to atone their error by rallying to the national flag. The question of *time* in which armies could be raised to quell insurrection or repel invasion is, therefore, the only question relating to troops. Our experience in this point is significant. When Lee's army surrendered, thousands of recruits were pouring in, and men were discharged from recruiting stations and rendezvous in every State. On several occasions, when troops were promptly needed to avert impending disaster, vigorous exertion brought them into the field from remote States, with incredible speed. Official reports show that after the disasters on the Peninsula, in 1862, over eighty thousand troops were enlisted, organized, armed, equipped and sent into the field in less than a month. Sixty thousand troops have repeatedly gone to the field within four weeks. And ninety thousand infantry were sent to the armies, from the five States of Ohio, Indiana, Illinois, Iowa, and Wisconsin, within twenty days.

When the rebellion commenced, the nation was a stranger to war. Officers had little experience, privates had none. But the present generation of men in this country are now veteran soldiers. For the battle, the march, or the siege, they are already trained. They are as much at home in the tented field as in the farm-house, the manufactory, or the shop. No time is required to train them; and the speed of the railroad and telegraph determines the time required to raise an army in the United States.

Second. As to arms and ammunition. The disbanded armies were allowed to take home their arms at a nominal price. Rust is not likely to gather on the musket or sabre borne through the campaigns of 1864 and 1865. The government retains in its arsenals more than a million of the best quality of arms and equipments. The artillery on hand tasks the department for its means of storage. The manufacture of ammunition requires materials for which we have in some degree relied upon other countries, because they could be had cheaper. For this reason, and to guard against any mischance, three years' stock of material for ammunition has always been kept in store, and the supply on hand is ample for any war that can be waged against us by any nation.

Third. Clothing, transportation, and subsistence. After selling or distributing among freedmen and refugees all damaged or irregular clothing, the stock of clothing and material in the quartermaster's depots is sufficient for any armies that may be called into service. The water transports and rolling stock, mules, wagons and horses held by the government were adequate to the movement and supply of larger forces, in less time, than had heretofore been known in war. The government has disposed or is disposing of this transportation, but it remains in this country, and can answer any exigency.

Army subsistence is derived from the country in which military operations are carried on, or supplied from other markets. During the war this most vital branch of the service never failed. It answers to the demand, and is ever ready to meet the national call.

It is plain, therefore, that the abundance of our means for war enables the government of the United States to reduce the standing force to a lower degree than any other nation. Unless war be actually raging, the military force can be brought within very narrow limits. However sudden the exigency calling for an exhibition of military power, it can be promptly met. With our education, habits, and experience, the nation, while in the midst of peace, is prepared for war.

The present military organization comprehends nineteen departments, embraced in five military divisions, as follows:

1. The department of the East, Major General Joseph Hooker to command, to embrace the New England States, New York, and New Jersey. Headquarters at New York city.

2. The middle department, Major General W. S. Hancock to command, to embrace the States of West Virginia, Maryland, (excepting the counties of Montgomery, that part of Anne Arundel lying south of the Annapolis and Elk Ridge railroad, and excluding the city of Annapolis, Prince George's, Calvert, Charles and St. Mary's,) the county of Loudon, and the Shenandoah valley as far south as and including Rockingham county, in Virginia, the States of Delaware and Pennsylvania. Headquarters at Baltimore.

3. The department of Washington, Major General C. C. Augur to command, to embrace the District of Columbia, the counties of Montgomery, that part of Anne Arundel lying south of the Annapolis and Elk Ridge railroad, and including the city of Annapolis, Prince George's, Calvert, Charles, and St. Mary's, in Maryland, and Alexandria and Fairfax counties, in Virginia. Headquarters at Washington.

4. The department of the Ohio, Major General E. O. C. Ord to command, to embrace the States of Ohio, Indiana, Illinois, Wisconsin, and Michigan. Headquarters at Detroit.

5. The department of the Tennessee, Major General George Stoneman to command, to embrace the State of Tennessee. Headquarters at Knoxville.

6. The department of Kentucky, Major General John M. Palmer to command, to embrace the State of Kentucky, and Jeffersonville and New Albany, in Indiana. Headquarters at Louisville.

7. The department of the Missouri, Major General John Pope to command, to embrace the States of Minnesota, Iowa, Missouri and Kansas, and the Territories of Colorado, Utah, Nebraska, Dakota, New Mexico and Montana. Headquarters at St. Louis.

8. The department of Virginia, Major General Alfred H. Terry to command, to embrace the State of Virginia, excepting Alexandria, Fairfax and Loudon counties, and the Shenandoah valley as far south as and including Rockingham county. Headquarters at Richmond.

9. The department of North Carolina, Major General J. M. Schofield to command, to embrace the State of North Carolina. Headquarters at Raleigh.

10. The department of South Carolina, Major General Daniel Sickles to command, to embrace the State of South Carolina. Headquarters at Charleston.

11. The department of Georgia, Major General James B. Steedman to command, to embrace the State of Georgia. Headquarters at Augusta.

12. The department of Florida, Major General John G. Foster to command, to embrace the State of Florida. Headquarters at Tallahassee.

13. The department of Mississippi, Major General Thomas J. Wood to command, to embrace the State of Mississippi. Headquarters at Vicksburg.

14. The department of Alabama, Major General C. R. Wood to command, to embrace the State of Alabama. Headquarters at Mobile.

15. The department of Louisiana, Major General E. R. S. Canby to command, to embrace the State of Louisiana. Headquarters at New Orleans.

16. The department of Texas, Major General H. G. Wright to command, to embrace the State of Texas. Headquarters at Galveston.

17. The department of Arkansas, Major General J. J. Reynolds to command, to embrace the State of Arkansas and the Indian Territory. Headquarters at Little Rock.

18. The department of the Columbia, Brigadier General F. Steele to command, to embrace the State of Oregon, and Territories of Washington and Idaho. Headquarters at Fort Vancouver.

19. The department of California, Major General Irvin McDowell to command, to embrace the States of California and Nevada and Territories of New Mexico and Arizona. Headquarters at San Francisco.

1. The military division of the Atlantic, Major General George G. Meade to command, to embrace the department of the east, middle department, department of Virginia, department of North Carolina and department of South Carolina. Headquarters at Philadelphia.

2. The military division of the Mississippi, Major General W. T. Sherman to command, to embrace the department of the Ohio, department of the Missouri and department of Arkansas. Headquarters at St. Louis.

3. The military division of the Gulf, Major General P. H. Sheridan to command, to embrace the department of Louisiana, department of Texas and department of Florida. Headquarters at New Orleans.

4. The military division of the Tennessee, Major General G. H. Thomas to command, to embrace the department of the Tennessee, department of Kentucky, department of Georgia, department of Mississippi and department of Alabama. Headquarters at Nashville.

5. The military division of the Pacific, Major General H. W. Halleck to command, to embrace the department of the Columbia and department of California. Headquarters at San Francisco.

Indian hostilities upon the plains and the overland routes to the Pacific coast have given much annoyance, required the employment of many troops, and occasioned great expense to the military department. Several Indian councils have been held during the past season, and large military expeditions sent out

against hostile tribes and bands. What has been accomplished by treaty or by fighting will doubtless be exhibited in the official reports of the Indian campaigns, which have not yet reached the department.

Disbanding the troops reduces at once the amount to be expended in some items of appropriation, but in others requires larger immediate expenditures. Upon their discharge the soldiers became entitled to all the instalments of bounty which would have fallen due at later periods, and in many cases exceeding a year's pay. The transportation of large armies from the field, in southern States, to their remote homes in the west, or in eastern and northern States, made extraordinary drafts on the quartermaster's department, beyond what would be required for armies marching or encamped. The vast amount of live stock on hand requires forage until sales can be made. These are effected with the utmost diligence; but still this large item of expenditure continues through a large part of the fiscal year. The financial effects, therefore, of the reduction of the army and retrenchment of expenditures can only operate to any great extent on the next fiscal year.

To accomplish the great object of promptly reducing the military expenditures, the following general order was made by the Secretary of War on the 28th of April:

For reducing expenses of the military establishment.

GENERAL ORDERS, No. 77.—Ordered—I. That the chiefs of the respective bureaus of this department proceed immediately to reduce the expenses of their respective departments to what is absolutely necessary, in view of an immediate reduction of the forces in the field and garrison, and the speedy termination of hostilities, and that they severally make out statements of the reduction they deem practicable.

II. That the Quartermaster General discharge all ocean transports not required to bring home troops in remote departments. All river and inland transportation will be discharged except that required for necessary supplies to troops in the field. Purchases of horses, mules, wagons and other land transportation will be stopped; also purchases of forage, except what is required for immediate consumption. All purchases for railroad construction and transportation will also be stopped.

III. That the Commissary General of Subsistence stop the purchase of supplies in his department, except for such as may, with what is on hand, be required for the forces in the field, to the first of June next.

IV. That the Chief of Ordnance stop all purchases of arms, ammunition, and materials therefor, and reduce the manufacturing of arms and ordnance stores in government arsenals as rapidly as can be done without injury to the service.

V. That the Chief of Engineers stop work on all field fortifications and other works, except those for which specific appropriations have been made by Congress for completion, or that may be required for the proper protection of works in progress.

VI. That all *volunteer* soldiers (patients) in hospitals, *except veteran volunteers, veterans of the First Army Corps (Hancock's) and enlisted men of the Veteran Reserve Corps*, who require no further medical treatment, be honorably discharged from service, with immediate payment.

All officers and enlisted men who have been prisoners of war, and now on furlough or at the parole camps, and all recruits in rendezvous, *except those for the regular army and the First Army Corps (Hancock's)*, will likewise be honorably discharged.

Officers whose duty it is, under the regulations of the service, to make out rolls and other final papers connected with the discharge and payment of soldiers, are directed to make them out without delay, so that this order may be carried into effect immediately. Commanding generals of armies and departments will look to the prompt execution of this work

VII. The Adjutant General of the army will cause immediate returns to be made by all commanders in the field, garrisons, detachments and posts, of their respective forces, with a view to their immediate reduction.

VIII. The quartermaster's, subsistence, ordnance, engineer, and provost marshal general's departments will reduce the number of clerks and employees to that absolutely required for closing the business of their respective departments, and will, without delay, report to the Secretary of War the number required of each class or grade.

The Surgeon General will make similar reductions of medical officers, nurses, and attendants in his bureau.

IX. The chiefs of the respective bureaus will immediately cause property returns to be made out of the public property in their charge, and a statement of the property in each that may be sold, upon advertisement and public sale, without prejudice to the service.

X. The commissary of prisoners will have rolls made out of the name, residence, time and place of capture and occupation of all prisoners of war who will take the oath of allegiance to the United States, to the end that such as are disposed to become good and loyal citizens of the United States, and who are proper objects of executive clemency, may be released upon the terms that to the President shall seem fit and consistent with public safety.

The administrative details of the department during the great military operations that have been mentioned, and what has been done towards a reduction to a peace establishment, will appear in the reports of the respective chiefs of bureaus.

Adjutant General's Report.—From the report of the Adjutant General, it will be seen that the recruiting service of the regular army is progressing favorably; the number of recruits enlisted for all arms, from October 31, 1864, to October 1, 1865, having been 19,555. The regiments comprising it have been distributed to stations, and their ranks are rapidly filling up, thus enabling the department to relieve regiments of volunteer troops. The present authorized strength of the regular regiments is 1,570 officers and 41,819 enlisted men. This estimate is made on the basis of 42 privates to a company, the number now allowed by law at all except frontier posts.

It is recommended in the report that the maximum standard be fixed at 100 enlisted men to a company.

The Adjutant General recommends that provisions be made by law for enlisting one hundred boys, not under twelve years of age, as musicians, as was done before the laws of 1864 and 1865 prohibited the enlistment of minors under the age of sixteen years; that the laws by which one-half of their pay, during the period of absence, is lost by officers absent with leave for more than thirty days in one year, except from wounds or sickness, be repealed; and that an act be passed providing for the enlistment of meritorious disabled soldiers as superintendents of the national cemeteries, numbering about forty, each to receive the pay and allowance of an ordnance sergeant.

Eight volumes of reports of battles, with maps and indexes, prepared under the resolution of Congress of May 19, 1864, have been completed and sent to the government printing office. The publication of the greater part of the remaining reports is only deferred until the receipt of others not yet rendered, and which are required to preserve the chronological order observed in the

preparation of the volumes already completed. The register of volunteer officers called for by resolution of June 30, 1864, and embracing some 200,000 names, will be completed by the time Congress assembles.

The aggregate of volunteers, drafted men, and substitutes ordered to the field between the 1st of November, 1864, and 30th of April, 1865, was 202,117. The number of volunteers, drafted men, and militia mustered out and discharged within the same period was 61,000. In disbanding the forces no longer required after the cessation of hostilities, the same machinery of mustering officers and depots has been used as in recruiting. Regiments have been sent home as fast as they could be transported and paid, the officers being held responsible for the good behavior of the men. Instances have been rare of any disorders. Much credit is due to mustering officers, paymasters, and railroad companies, through whose efforts troops, numbering in the aggregate 800,963 men, have been transported, mustered out and paid.

On the 28th of April, 1865, it was ordered that returns be made of the volunteer forces in the field, with a view to their immediate reduction, and in connexion with this order regulations were prepared and promulgated for their muster out and discharge. In executing this work, promptness and a proper protection of the interests of the government and the troops were held in view; and among other measures necessary to its completion, rendezvous were established in the field, as well as in most of the States. At the field rendezvous all surplus property was taken possession of by the staff officers of the respective supply departments, and the muster-out rolls and other discharge papers prepared under the direction of corps commissaries of musters and their assistants. Corps and department commanders were instructed to see that the work was pushed with energy, using for that end the division and brigade commanders, with their respective staff officers to superintend it. As soon as a regiment or other organization had its muster-out papers prepared, it was placed *en route* to its State for payment and final discharge. At the State rendezvous was located the chief mustering officer of the State, or one or more of his assistants, with paymasters, quartermasters, commissaries of subsistence and ordnance officers, whose duties were with the payment and final discharge of the troops; their care whilst awaiting the same; the reception of the public property turned in by them, and their transportation to their homes after discharge.

By the foregoing arrangements the entire force of commissaries and assistant commissaries of musters for troops in the field have been made available for the work, in connexion with the chief and other State mustering officers. The most experienced mustering officers and those most familiar with the regimental records were secured; the records from which the mustering out data was to be obtained were readily accessible, and the loss of records, (so common through the neglect of regimental officers,) whilst the regiments were *en route* from the field to their States, was avoided. Regimental officers have been held to a rigid accountability in preparing the records, and the interests of the enlisted men thus protected. Order and discipline has been maintained whilst troops were

en route to the States and after arrival therein. Troops have been comfortably cared for up to the moment they were paid off and ready to start for their homes. Dissatisfaction among them has been obviated and causes for complaint removed, and all public property has been easily secured and readily accounted for.

The arrangements for the care of discharged troops being completed, orders to muster out and discharge the forces from service were issued as follows:

April 29.—All recruits, drafted men, substitutes, and volunteers remaining at the several State depots.

May 4.—All patients in hospitals, except veteran volunteers and veterans of the first army corps, (Hancock's.)

May 8.—All troops of the cavalry arm whose terms of service would expire prior to October 1.

May 9.—All officers and enlisted men whose terms would expire prior to May 31, inclusive.

May 17.—All organizations of white troops in the army of the Potomac whose terms of service would expire prior to September 30, inclusive.

May 18.—All organizations of white troops in Major General Sherman's command, whose terms of service would expire prior to September 30, inclusive.

May 29.—All light artillery in the army of the Potomac, ninth army corps, army of Georgia, and army of the Tennessee.

May 29.—All organizations of white troops whose terms of service would expire prior to September 30, inclusive, in armies and departments, except departments of the east, New Mexico, Pacific, and northern.

June 2.—All surplus light artillery; that only absolutely required by the necessities of the service in the respective armies and departments to be retained.

June 5.—All dismounted cavalry, all infantry in the northern department and department of the east, and all cavalry in the department of the east.

June 16.—All troops in the department of the Pacific whose terms of service would expire prior to October 1.

June 17.—All enlisted men of the veteran reserve corps who would have been entitled to their discharge had they remained with their regiments.

June 28.—18,000 veterans (infantry) of the army of the Potomac; 15,000 of the army of the Tennessee, (then consisting of the remaining regiments of the army of Georgia and army of the Tennessee;) and 7,000 of the middle military division.

June 30.—All surplus troops, except in the department of the Gulf, army of the Tennessee, provisional corps army of the Potomac, and 1st army corps. Strength of commands, for all arms, to be reduced to the minimum necessary to meet the requirements of the service.

July 1.—All remaining veteran regiments of the army of the Tennessee and provisional corps; army of the Potomac, (that corps was the remnant of the army of the Potomac.)

July 6.—The remainder of the army of the Tennessee.

July 7.—The remainder of the provisional corps army of the Potomac.

July 21.—All cavalry in the department of Virginia except two regiments, all in the department of North Carolina except one regiment, and all in the middle department except one regiment.

August 1.—All white troops, infantry, cavalry, and artillery, in the department of Texas, which, in the judgment of Major General Sheridan, could be dispensed with.

August 3.—The same order was extended to the department of Louisiana.

August 14.—Additional infantry and heavy artillery (white) in military departments, as follows: Virginia, 5,000; North Carolina, 8,000; Washington, 8,000; Mississippi, 2,000; Kentucky, 5,000; middle, 6,000.

August 21.—3,000 additional white troops in the department of Arkansas.

September 8.—All surplus troops in the department of Washington, so as to reduce that command to 6,000 officers and men of all arms.

September 8.—All organizations of colored troops which were enlisted in northern States.

October 9.—All the remaining forces (white) of the cavalry arm east of the Mississippi.

October 9.—All troops on the Pacific coast, as many as possible immediately; the remainder on the arrival of the last battalion of the fourteenth United States infantry.

October 10.—All troops in New Mexico; one regiment immediately, the remainder on the arrival of certain regular troops.

In addition to the foregoing, and from time to time, as the services of the troops could be dispensed with, sixty-eight regiments, seven companies, and six battalions were ordered mustered out.

The rapidity with which the work has been executed will be apparent from the fact that to August 7, 640,806 troops had been mustered out; August 22, 719,338; September 14, 741,107; October 15, 785,205; November 15, 800,963.

The command of Major General Sherman (army of the Tennessee and army of Georgia) and the army of the Potomac were first to complete their musters-out entirely. Regiments commenced leaving General Sherman's command, then numbering, present and absent, 116,183 officers and men, from the rendezvous, near Washington, on the 29th of May, and on the 1st of August the last one of the regiments mustered out left Louisville, Kentucky, to which point the command (after the musters-out therefrom were partly completed,) was transferred, and the armies composing it merged into one, called the army of the Tennessee. The work of mustering out the troops was not continuous, it having been interrupted and delayed by the transfer of the two armies from this city to Louisville, and their subsequent consolidation.

Regiments commenced leaving the army of the Potomac (when numbering, including 9th corps, 162,851 officers and men, present and absent,) from the rendezvous near this city on the 29th of May, and about six weeks thereafter

(July 19) the last regiment started for home. During the interval the work, like that from General Sherman's command, was not continuous, it being interrupted and delayed by the movement of the 6th corps from Danville, Virginia, to Washington, and the consolidation, by orders of June 28, of the remaining portion of the army into a provisional corps, numbering, present and absent, 22,699 officers and men.

Thus, for the two commands in question, and between the 29th of May and the 1st of August, (two months,) 279,034 officers and men, present and absent, were mustered out and placed *en route* to their homes. Including other armies and departments, the number was increased by August 7 (two months and seven days) to 640,806 officers and men.

From the foregoing it will be seen that the mass of the forces discharged were mustered out by September 14, or within two and half months from the time the movements of troops homeward commenced. The average per month during that time is 296,442.

By reference to the report of the officer in charge of the bureau for the organization of colored troops, it will be seen that the increase in the number of these troops since his last annual report is 49,509, of which 4,244 were recruited in the States in rebellion, and credited to the loyal States, under the provisions of the act of July 4, 1864. The whole number of colored men enlisted into the service of the United States during the rebellion was 178,975. The largest number in service was on the 15th of July, 1865, viz., 123,156. The loss during the war from all causes, except muster out, was 68,178. There have been 33,234 colored troops mustered out. The number remaining in service after existing orders for muster-out shall have been executed will be 85,024. The number of applicants for commissions in colored troops amounted to 9,019, of which 3,790 were examined. Of this number 1,472 were rejected, and 2,318 received appointments. The number of soldiers discharged from regiments, etc., of white troops to accept appointments in organizations of colored troops, was 1,767. It is ascertained, from the reports of inspecting officers, that the *morale* of the organization is good.

Provost Marshal General.—On the 1st day of November, 1864, the date to which the last annual report of the provost marshal general was brought up, the business of recruiting and the draft under the call of July 18, 1864, was in progress:

The number called for was.....	500,000
Reduced by credits on former calls	265,673
To be obtained.....	234,327

The whole number of voluntary enlistments under that call was 188,172, viz:

Volunteers, (white).....	146,392
Volunteers, (colored).....	15,961
Regulars.....	6,339
Seamen.....	17,606
Marine corps.....	1,874
Total.....	188,172

The whole number of drafted men and substitutes obtained under that call was 54,707, viz:

Number held to personal service.....	26,205
Number of substitutes for drafted men.....	28,502
	54,707
Number of substitutes for enrolled men.....	29,584
Total.....	84,291

Whole number obtained under the July call.....272,463

On the 19th of December, 1864, a call was made for three hundred thousand (300,000) men.

Under this call the whole number of voluntary enlistments was 157,058:

Volunteers, (white).....	130,620
Volunteers, (colored).....	10,055
Regulars.....	6,958
Seamen.....	9,106
Marine corps.....	319
Total.....	157,058

The whole number of drafted men and substitutes under that call was 24,580:

Number held to personal service.....	12,566
Number of substitutes for drafted men.....	12,014
	24,580
Number of substitutes for enrolled men.....	12,997
Total.....	37,577

Whole number raised under December call was.....194,635

The suspension of active military operations occurred while the business of the draft, under this call, was in progress, and orders were issued on the 13th

of April, 1865, to discontinue the business of recruiting and drafting; and on the next day all drafted men who had not been forwarded to general rendezvous, were ordered to be discharged, and soon after all who had not been forwarded to the field were discharged by orders through the Adjutant General.

The aggregate quotas charged against the several States, under all calls made by the President of the United States, from the 15th day of April, 1861, to the 14th day of April, 1865, at which time drafting and recruiting ceased, was.....2,759,049

The terms of service varying from three months to three years, as shown in detail by the books of the Provost Marshal General's office.

The aggregate number of men credited on the several calls, and put into service of the United States in the army, navy, and marine corps, during the above period, was.....2,656,553

Leaving a deficiency on all calls, when the war closed, of..... 102,496

Which would have been obtained in full if recruiting and drafting had not been discontinued.

This number does not embrace the "emergency men" put into service during the summer of 1863, by the States of New York, New Jersey, and Pennsylvania, nor those furnished by the States of Ohio, Indiana, and Illinois, during the "Morgan raid," amounting in all to over 120,000 men, who served periods of about two or three weeks.

In estimating the number of troops called into service, it has been the rule of the department to take into account the whole number of men mustered, without regard to the fact that the same persons may have been previously discharged, after having been accepted and credited on previous calls.

Under the different calls, volunteers have been accepted for various terms of service, viz: three, six, and nine months, and one, two, and three years respectively; and a large number of persons who had served under one call have subsequently enlisted under another. Thus a portion of those who enlisted under the call in April, 1861, for 75,000 three-months men, again enlisted under the succeeding call in July following for three years; others re-entered the service for nine months, or for one or two years, and at the expiration of these periods again re-enlisted for three years, and the entire "veteran volunteer" force consisted of those who, having served two years, re-enlisted for three years more.

It will be observed, therefore, that a large portion of the number counted in filling calls has been furnished, first, by the re-enlistment of those in service, and, second, by those who have re-entered the service after a discharge from a former enlistment under which they had been credited; that is, the different calls were filled by crediting each accepted enlistment, instead of limiting the credit to the actual number of persons who entered the service anew; and hence to determine the number of men actually entering the service for the first time,

under the different calls, the number credited should be reduced in the same ratio that the enlistments of the same persons have been repeated. The extent of this reduction cannot be calculated at this time, or even estimated with sufficient accuracy to be useful.

It follows, therefore, that on account of a necessary repetition of credits, incident to enlistments, the tax upon the military basis of the country has been less than would appear by considering simply the number of men embraced in the different calls for troops, or the number of credits allowed upon these calls.

The amount of commutation money received from November 1, 1864, to November 1, 1865, was:

On account of draft and substitute fund.....	\$317,130 00
On account of sick and wounded soldiers (from non-combatants, under section 17 of the act of February 24, 1864).....	340,987 53
Total.....	<u>658,117 53</u>

The total amount of "draft and substitute fund" received under the act approved March 3, 1863, is.....	\$25,902,029 25
The total amount expended.....	16,387,135 80
Balance remaining in treasury to credit of this fund.....	<u>9,514,893 45</u>

There are just claims still outstanding which have to be met from this fund.

The regiments of the veteran reserve corps have been performing garrison duty in Washington and its defensive works, at the various depots for recruits and drafted men, at the provost marshal's rendezvous, escorting recruits to the field, and more recently performing garrison duty at the several rendezvous for muster-out of the volunteer forces.

Since the termination of active operations no transfers have been made to this corps, nor have any officers been appointed.

The amount expended from the appropriation for "collecting, drilling, and organizing volunteers," from November 1, 1864, to November 1, 1865, was \$1,422,281 73.

The balance of this appropriation remaining in the treasury is \$12,163,386 09, and about half a million dollars is still in the hands of the disbursing officers, which is needed to pay outstanding accounts and expenses incurred in mustering out the volunteer forces of the United States.

As fast as the exigencies of the service permitted, the force employed has been reduced. The surgeons and commissioners of boards of enrolment in all the districts, 370 in number, have been discharged. The different districts have been consolidated, and but thirty-three provost marshals are now in service, all of whom will be discharged as soon as their services can be dispensed with.

No appropriation of money will be required for the support of this bureau during the next fiscal year.

The full report of the operations of the Provost Marshal General's bureau will contain much statistical and other valuable information, which will be submitted when completed.

Paymaster General.—The Paymaster General reports that during the fiscal year ending June 30, 1865, \$7,839,225 47 were paid to the regular army, while \$300,738,635 95 were paid to volunteers, and that the total disbursements since June 30, 1864, to the date of his report, amount in the aggregate to \$524,054,946 37. Payments amounting to \$270,000,000 have been made to about 800,000 mustered-out troops. The highest number of additional paymasters in service during the fiscal year was 447; the number now in service is 210. All the troops retained in service have been paid to June 30, 1865, and many organizations to August 31, 1865, and to all discharged troops in full to date of discharge.

The anticipated payments of bounties to soldiers, and three months' additional pay to officers mustered out that has fallen due by reason of muster out, amount to ninety-one millions seven hundred and fifty thousand dollars, (\$91,750,000.)

The whole sum disbursed by the pay department since the commencement of the war, viz., from July 1, 1861, to July 1, 1865, amounts to one thousand and twenty-nine millions two hundred and thirty-nine thousand dollars, (\$1,029,239,000.)

The total losses and defalcations during the same period, if nothing should be recovered, amount to the sum of five hundred and forty-one thousand dollars, (\$541,000,) and it is believed that not less than half of this amount will be recovered. The total expenses of disbursement, including all pay and allowances, commutation of quarters, fuel, and travelling expenses, for four years and four months, amount to six millions four hundred and twenty-nine thousand six hundred dollars, (\$6,429,600.)

Thus it is seen that the costs of disbursement to armies in the field, and amid all the hazards of unexampled war, and including all losses and expenses, are less than three-fourths of one per cent.

Commissary General of Subsistence.—The subsistence stores required during the year for distribution to the armies in the field, have, as during the earlier years of the war, been purchased in the principal markets of the northern States. The facilities and cost of transportation to the various points where they were required for issue, the relative prices of the different markets, and a due regard to the general commercial interests of the country, have governed the subsistence department in apportioning those purchases among the several market centres of the country. As New Orleans is gradually resuming a healthy commercial condition, a considerable portion of the supplies required for distribution from that point can be obtained in that market. Although the present general condition of the southern States is not such as to afford a large amount of supplies, still subsistence officers are able, in some parts of those States, to enter into contracts for the partial supply of the troops serving therein.

The principal purchasing officers have exhibited much ability in the performance of their duties, and great fidelity to the interests of the country. The principal commissaries immediately responsible for the subsistence of the several armies in the field have discharged the important and often difficult duties of receiving, protecting, and distributing the supplies forwarded to them with commendable efficiency and success. They have also, by great energy, been able to a considerable extent to subsist the troops upon the resources of the country in which the armies were operating, or through which they were passing. It is believed that during the entire war no campaign, contemplated movement, or expedition has failed on account of the inability of the subsistence department to meet its proper requirements, and that the troops, wherever stationed or operating, have, with rare exceptions, been supplied with rations in good and wholesome condition.

The muster out of a large part of the army, consequent upon the sudden close of active military operations, unavoidably left on hand in some of the depots an excessive supply of subsistence stores. These have been sent to other points where they were required. Surplus and damaged stores will be disposed of by sale. A sufficient quantity of hard bread and other articles have been kept from earlier sale with the view of meeting, in an economical manner, the wants of those people, white and colored, who, by the events of the war, have been reduced to a suffering condition.

Under orders of June 29, 1865, the whiskey ration was discontinued, and the sale of the supply on hand has already taken place at many points, and will soon be completed.

During the past year, as in previous years of the war, a very considerable income has been derived from the sale of the hides, tallow, and other parts of beef cattle not issuable as beef to the troops.

Prisoners of war, held at thirty-two forts, prison-barracks, camps and hospitals, have been well subsisted, having received a sufficient portion and variety of the ration to insure health, leaving in the hands of the several issuing commissaries, as "savings," that portion of the ration not deemed necessary for persons living in entire idleness. The pecuniary value of these "savings" has constituted a prison fund, available, under the instructions of the commissary general of prisoners, for the purchase of articles necessary for the prison-barracks and hospitals, and for meeting other necessary expenses of the prisons. There has been transferred to the subsistence department a "savings" credit of the amount of \$1,507,359 01, and there remains yet to be transferred an amount not less than \$337,766 98, making a total amount of \$1,845,125 99.

Under section 3 of the act of July 4, 1864, 1,470 claims have been submitted, of which 50 have been approved for payment, and 413 disallowed; 650 are awaiting explanation, and 357 remain to be examined.

It is proposed to ascertain and exhibit, in a tabular form, the total quantity of each article of subsistence stores purchased for the use of the army during each year of the war, from 1861 to 1865, inclusive. Such a statement, it is be-

lieved, would prove an interesting addition to the commercial statistics of the country.

The officers of the subsistence department, regular and volunteer, have, with but few exceptions, discharged their duties with fidelity and success.

Surgeon General.—The surgeon general reports that the receipts from all sources and available for the expenses of the medical department during the fiscal year ending June 30, 1865, were \$20,489,680 47. Disbursements during the year, \$19,328,499 23, leaving a balance in the treasury on June 30, of \$1,161,181 24.

The ample provision for sick and wounded existing at the date of the last annual report was increased during the ensuing months until a maximum of 204 general hospitals, with a capacity of 136,894 beds, was reached.

Upon the termination of active military movements, immediate measures were taken to reduce the expenses of the medical department. Of the 201 general hospitals open on January 1, 1865, 171 have been discontinued. Three of the sea-going hospital transports have been discharged; the fourth is now constantly engaged in transfer of sick and wounded from southern ports to the general hospitals in New York harbor. All of the river hospital-boats have been turned over to the quartermaster's department, and but a single hospital train is retained in the southwest. The vast amount of medicines and hospital supplies made surplus by the reduction of the army has been carefully collected at prominent points, and is being disposed of at public auction, most of the articles bringing their full value, and in some instances their cost price.

Two hundred and fourteen surgeons and assistant surgeons of volunteers have been mustered out, and of the 265 hospital chaplains appointed during the war 29 only are still in commission.

The returns of sick and wounded show that of white troops 1,057,423 cases have been treated in general hospitals alone, from 1861 to July 1, 1865, of which the rate of mortality was 8 per cent. In nearly all sections of the country, the health of the troops has been fully equal to that of preceding years, though military movements of unprecedented magnitude have been pushed to successful termination, without regard to seasons. An epidemic of yellow fever prevailed at Newbern, N. C., in the fall of 1864, and the released or exchanged prisoners arriving at Wilmington, N. C., from rebel prisons, suffered from an epidemic of typhoid fever. With these exceptions no serious epidemics have appeared, and it is interesting to note that quarantine regulations, strictly enforced by military authority, have proven, during the occupation of southern seaports and cities by our troops, to be an absolute protection against the importation of contagious or infectious diseases. In view of the apprehensions entertained in regard to the Asiatic cholera, now devastating the shores of the Mediterranean, this becomes a significant fact.

In addition to the alphabetical registers of dead, not yet fully completed, the records of the medical department contain 30,000 (thirty thousand) special reports of the more important forms of surgical injuries, of diseases and opera-

tions. These reports, with statistical data, and a pathological collection numbering 7,630 specimens, furnish a mass of valuable information, which is being rapidly arranged and tabulated, as a medical and surgical history of the war, for the publication of the first volume of which an appropriation will be asked.

In this connexion, and as illustrating more in detail the importance of this work, the Army Medical Museum assumes the highest value. By its array of indisputable facts, supported and enriched by full reports, it supplies instruction otherwise unattainable, and preserves for future application the dearly bought experience of four years of war. Apart from its great usefulness, it is also an honorable record of the skill and services of those medical officers whose contributions constitute its value, and whose incentive to these self-imposed labors has been the desire to elevate their profession. A small appropriation has been asked to continue and extend this collection.

For recommendation of measures tending to the greater efficiency of the medical department, reference is made to the special report from the Surgeon General's office, which will be submitted to the appropriate congressional committees.

Quartermaster General.—The report of the Quartermaster General contains a statement of the operations and expenditures of the department under his control during the fiscal year ending 30th June, 1865. The principal movement of troops by the quartermaster's department during that time are described. They have been made promptly and with few accidents, and are striking illustrations of the improvements in the art of war which have been developed during the late contest.

The twenty-third army corps, after fighting at Nashville, in the midst of ice and snow in December, 1864, was, on the conclusion of the campaign in the west, transferred from the valley of the Tennessee to the banks of the Potomac, moving by river and rail down the Tennessee, up the Ohio, across the snow-covered Alleghanies, a distance of 1,400 miles, and in the short space of eleven days was encamped on the banks of the Potomac, then blocked up with the ice of a most severe winter. Vessels were collected to meet this corps, the obstacles interposed by the ice were overcome, and early in February the troops composing it were fighting before Wilmington, on the coast of North Carolina.

The transfer of the eleventh and twelfth corps, under General Hooker in 1863, from the Potomac to the Tennessee, is the only parallel to this movement. That was an almost unexampled operation at the time. General Hooker's command contained 23,000 men, and was accompanied by its artillery and trains, baggage and animals, and accomplished the distance from the Rapidan, in Virginia, to Stevenson, in Alabama, a distance of eleven hundred and ninety-two miles, in seven days, crossing the Ohio river twice. The twenty-third army corps moved 15,000 strong.

Other important operations are described, among which are the supply of the army of Lieutenant General Grant before Richmond; of the army of General Sherman at Atlanta, preparatory to his march to Savannah; of the same army

at the depots on the Atlantic, on his communicating with the coast, first at Savannah and afterwards at Goldsborough, at both of which places depots were established, and his army re-enforced and equipped with everything necessary to make successful campaigns.

The transfer of the twenty-fifth army corps, 25,000 strong, in the month of May, from the James to the coast of Texas, is fully described, and the extent and cost of the fleet used in this movement are set forth in full.

Transportation was promptly supplied from all parts of the south to their homes in the north, for the immense army which has been disbanded, and the organization of the department which has made it possible to meet these demands so promptly is believed to have been at least as perfect as that of any other nation.

The report gives tables of the quantities of the principal military supplies, clothing, forage, fuel, horses, mules and wagons, which have been purchased, transported, and used during the fiscal year. It contains full statements of the vessels which have been in the service during that time upon the western rivers and upon the ocean and bays. Many of them have now been discharged from service or advertised for sale, orders for the reduction of the transport fleet having been given as soon as hostilities ceased.

The return of the armies from the south, the transportation of the discharged soldiers to their homes, the transfer of troops to Texas, the return of refugees expelled from the south by General Sherman, and of rebel prisoners released at the termination of the war, have, however, taxed the resources of the quartermaster's department heavily during the last spring and summer.

The transport service has been most satisfactorily performed. Upon the ocean a fleet of over 700 vessels has been constantly employed, with the reported loss by storm, by collision, and by fire, of only three; one steamship was destroyed in each of these modes.

The repair of the railroads from Chattanooga to Atlanta by the military railroad branch of the quartermaster's department, under the charge of Brevet Brigadier General D. C. McCallum, was referred to in the last annual report. Upon the advance of General Sherman from Atlanta, he destroyed the railroad in his rear, blew up all the railroad buildings at Atlanta, sent back his surplus stores and all the railroad machinery which had to that time supplied his army. The stores and the railroad stock were safely withdrawn to Nashville, and after the dispersion of the army of Hood, which had broken the railroad in Georgia and Tennessee in its advance, the railroad construction corps again took the field, and reopened railroad communication with Chattanooga, Atlanta, and Decatur. After the fall of Macon and Augusta it became necessary, in order to supply the army of Major General Wilson, to open railroad communication between Augusta and Atlanta, and Macon. This was successfully accomplished.

A division of the construction corps, fully organized, under the command of Colonel Wright, with tools and equipments, was transferred, in December and January, from the Tennessee to Savannah, by way of Baltimore. As General

Sherman did not repair the railroads of Georgia and South Carolina, but marched northward, lightly equipped, living upon the supplies in his wagon trains, and by foraging upon the enemy, this division of the construction corps was transferred to Beaufort, North Carolina, and after its fall to Wilmington, where it repaired and restocked the railroads from these ports to Goldsborough and to Raleigh. General Sherman's army was thus quickly provisioned, re-clad, reshod, and equipped for a march to the James.

The surrender of the rebel armies and pacification of the southern States have enabled the quartermaster's department to return to their former possessors most of the railroads which have been in military possession during the war. The department, in transferring them to their boards of directors—reorganized upon a loyal footing—delivers up the roads and bridges in whatever condition they may be at the time of the transfer.

The great accumulation of railroad engines and cars upon the western military railroads is being disposed of to the railroads of the southwest, which have suffered severely from the operations of both armies during the war. Under the orders of the Executive this stock is being delivered to the companies, who are to pay for it within two years, at a valuation fixed by a board of officers and experts, assembled by the government.

The reconstruction of these roads and their successful operation are of great importance, not only to the districts in which they are located, but to the general commerce and prosperity of the country; and the liberal policy pursued towards them will react favorably upon the revenue and credit of the nation.

The agreement made early in the war with the railroad companies of the loyal States, fixing reduced rates of military transportation, remains in force, and has been extended to the railroads in the southern States since the termination of hostilities.

Full reports are given of the quantities of clothing, camp and garrison equipment furnished to our armies during the past year, and also during the war. The tables accompanying the quartermaster general's report give information on these points, which shows in a favorable light the manufacturing power of the country.

The vast supplies of forage required for the armies have been promptly furnished and transported to the depots. While moving through the southern country the armies found ample quantities, and it was only when lying still in camp that they had any difficulty in supplying themselves.

During the year over 29,000,000 bushels of grain and 400,000 tons of hay have been provided by the depots of the quartermaster's department; 336,000 cords of wood and 832,000 tons of coal have also been supplied by the depots. Troops in the field have supplied themselves with fuel from the forests in which they have operated. The depots of the quartermaster's department have, during the war, furnished the army with 23,000,000 bushels of corn, 78,000,000 bushels of oats, 93,000 bushels of barley, 1,500,000 tons of hay, 20,000 tons of straw, 550,000 cords of wood, and 1,600,000 tons of coal, all of which have

been purchased, measured, transported, issued and accounted for by its officers and agents. At the depot of Washington alone there have been issued during the year 4,500,000 bushels of corn, 29,000,000 bushels of oats, 490,000 tons of hay, 210,000 cords of wood, and 392,000 tons of coal.

The supply of horses and mules for the army has been regular and sufficient. There were purchased during the fiscal year 141,632 cavalry horses; from September 1st, 1864, to 30th June, 1865, 20,714 artillery horses; and from 1st July, 1864, to 30th June, 1865, 58,818 mules. Prices of horses varied during the year from \$144 to \$185; of mules, from \$170 to \$195.

The reduction of the army has enabled the quartermaster's department to dispense with large numbers of horses and mules, and to the 17th October the sales of animals are estimated to have produced \$7,000,000.

The teams and animals of the armies have, as during previous fiscal years, averaged about one wagon to twenty-four men in the field, and one horse or mule to every two men.

The burial records of the quartermaster's department, which do not include the names of those who fell in battle and were buried immediately on the field by their comrades, show the interment in cemeteries of 116,148 persons, of whom 98,827 were loyal, 12,596 disloyal, and of whom 95,803 were whites and 20,345 colored persons.

The military cemeteries at Washington, Alexandria, Arlington and Chattanooga, have been carefully tended and decorated.

An officer, with material and men, to mark the graves of our brethren who fell victims to rebel barbarity at Andersonville, was despatched from Washington as soon as the country was opened to us, and reports that he has enclosed the cemetery and marked the graves of 12,912 soldiers buried therein. Of these the captured records of the prison hospital enabled him to identify 12,461, and their names were recorded upon head-boards, painted white, and planted at the head of their graves. On 451 graves he was compelled to put the sad inscription, "*Unknown U. S. soldier.*" The list of these names is in course of publication. The names of those who have been interred in the military cemeteries of the District of Columbia and at Arlington have already been published and distributed to State authorities and public institutions, as well as to newspapers which publish official advertisements, so as to be made accessible to their friends.

The military organization of the operatives and agents of the quartermaster's department, referred to in the last annual report, was kept up until the close of the war. It did good service in the fortifications, at the attack on Washington in July, at the attack on Johnsonville in the fall, and bore a part in the battle of Nashville, on the 15th and 16th of December, 1864, which gave the final blow to the rebellion in the west. Upon the cessation of hostilities this organization was disbanded, its arms restored to the arsenal, and most of its members have returned to peaceful pursuits.

The employment of colored men in the quartermaster's department, in connexion with the trains of the army, as laborers at depots and as pioneers of the

troops of the western army, continued to the close of the war. In all these positions they have done good service and materially contributed to the final victory which confirmed their freedom.

The great cost of transportation of supplies across the western plains and mountains to the depots and posts of the wilderness, and for the supply of troops operating against the Indians, is reported, and the Quartermaster General calls attention to the importance, in this view, of the vigorous prosecution of the work of the railroads to connect the Mississippi valley with the Pacific coast, as a military precaution and a measure of economy, deserving the fostering care of the government.

Retrenchment in the Quartermaster General's Bureau.—The Quartermaster General reports that immediately on the termination of active hostilities, under orders from the Secretary of War, he took measures to reduce expenditures; to discharge operatives and agents; to discharge chartered transports, and to sell those belonging to the United States not needed to bring home troops for muster-out; to reduce the number of horses in reserve at the depot; to stop the purchase of horses and mules, and to sell those belonging to the troops disbanded; to cease making contracts and purchases of clothing and equipment; to stop the repair and construction of military railroads; to return all such railroads to their former owners, and to sell or dispose of the rolling stock and other material used thereon.

He reports sales of 128,840 horses and mules, for which the sum of \$7,500,000 was received.

Of 5,355 persons employed in the cavalry bureau, three-fourths have been discharged. Those still employed are engaged in receiving, caring for, and selling the animals turned in by the armies.

The purchase and manufacture of clothing, which during the past fiscal year had caused an expenditure of between eight and nine millions per month, has ceased entirely, and, by compromise with merchants, contracts for clothing and equipment, amounting to four millions of dollars, have been cancelled.

Twenty-five hundred buildings, vacated, have been ordered for sale.

The sales of buildings, wagons, harness, tools, iron and other like material, have realized thus far a million of dollars.

Over seventeen hundred miles of military railroad, operated for the department by twenty-three thousand seven hundred workmen and agents, at a monthly cost of one and a half million of dollars, have been restored to their former owners, and the number of persons employed in completing the accounts, in taking care of and disposing of the railroad property not yet sold or transferred, has been reduced to less than five hundred, the rest having been discharged.

The rolling-mill at Chattanooga, its product, and the scrap iron there collected, have been sold: the mill for one hundred and seventy-five thousand dollars; the rolled iron for two hundred thousand dollars, and the old iron for about one hundred thousand dollars.

Eighty-three engines and one thousand and nine cars have been sold for a million and a half of dollars. Over two hundred locomotives and two thousand cars have been sold at appraised values, on credit, to the southern railroads.

Of five hundred and eighty-eight steamboats and other boats employed on the western rivers all but eleven have been put out of commission. The sales of many of those owned by the United States have been effected. These sales are not yet concluded; they will produce about eleven hundred thousand dollars.

Of the transport fleet upon the ocean on the 1st of January last, four hundred and sixty steamers and vessels of all kinds have been discharged or laid up for sale, and many of them have already been sold. The fleet has been reduced over one hundred thousand tons, and vessels are daily arriving at home ports to be discharged or sold. The monthly expenses of the transport fleet have been reduced \$1,814,130.

A million of dollars has been received from the sales of vessels belonging to the department, which will be increased by future sales.

In all, 83,887 persons, employed on wages, had been discharged from the service of the quartermaster's department at the end of September, 1865, reducing its expenses per month \$4,086,093.

The sales of property of all kinds reported and recorded on the books of the Quartermaster General's office, from the 20th of April to the 8th of November, 1865, amount to \$13,357,345.

The cost of forage issued to the armies during the month of March last is estimated at three millions two hundred and ninety-four thousand dollars. In the month of September it is estimated at one million one hundred and thirty-four thousand dollars, a reduction in monthly expenditure of \$2,160,000. The armies on the eastern coast have been supplied with forage purchased before the end of May last. No considerable purchases have been made in the east since that time. Purchases of forage since May have been confined to the supply of the troops in Georgia and upon the Gulf coast in Texas, and upon the western plains.

The consumption of coal in the month of March last was 90,685 tons, costing \$748,151. In September it had been reduced to 25,592 tons, costing \$204,736, a reduction of monthly expenditure of \$543,415.

Chief Engineer.—The report of the Chief Engineer of the army gives the operations of the department under his charge, and the duties of the officers of the corps of engineers. This corps consisted, on June 30, 1865, of eighty-five officers, the Military Academy, and five companies of engineer troops. Every member of the corps has been on duty uninterruptedly during the year. At the date of the report twelve officers, being generals in command of troops, were on detached service, and others were on staff duty, or detailed for service under the orders of the Light-house Board and the Department of the Interior, the remainder being on duty at the Military Academy, on sea-coast defences, survey of the lakes, with the engineer battalion, and as assistants to the Chief Engineer. The particular services rendered by these officers are recited in the nar-

ratives and other statements accompanying the report, and comprise the professional duties of the engineer, together with those of the various arms of the service to which the officers have been assigned. In general, every army and military expedition has had assigned to it officers of this corps. Their reports give the plans of attack and defence, as well as the outlines of the marches by the armies to which they were attached, and together constitute a comprehensive statement of the last year's operations of the armies.

The sea-coast defences have progressed in proportion to the available means and the number of officers who could be assigned to this branch of duty. The efforts of the engineer department have been principally directed to constructions for mounting the guns of large calibre now essential in consequence of corresponding armaments in iron floating batteries. The permanent forts on the Gulf, since their repossession by the government, have been repaired and put in a defensive condition. The available means of the department will suffice to accomplish all that is required at these works, and at those of the southern Atlantic coast, until plans are matured for modifications adapting them to the existing sea-coast armaments.

The Military Academy has continued to furnish a limited number of graduates for the subordinate grades of the army, a number, however, which has not for years past sufficed to fill the vacancies, in the line and staff, occasioned by the casualties of the service. The Chief Engineer, in view of this fact, recommends an increase of the number of cadets; and, in order to economize in the expenses of the institution, proposes a mode of selecting candidates from nominees for each vacancy, that will, he thinks, with more certainty insure proficiency in studies and the military art, by those aspiring to enter the service.

The survey of the northern lakes has progressed during the year as heretofore. The repairs and preservation of the harbors on the lakes and on the Atlantic have been prosecuted to the full extent of the resources of the department in officers and available funds. Success in this branch of engineering is attended with greater difficulties than are met in most others in which science and skill are called upon to promote the interests of the country. Heretofore the plans of improvement adopted have been directed to secure immediate results, and the source of the evil having been left to exercise its influence, has rendered constant repetitions of labor and expenditures necessary. The Chief Engineer is now calling upon the officers charged with works of this character for plans to arrest the cause of constant obstructions to commerce, and it is hoped that measures may be devised by which these improvements may be made to endure for a longer period, if not to become permanent in their nature.

The expenditures of the engineer department during the year amounted to \$5,479,420 23.

Ordnance Bureau.—The fiscal resources of the Ordnance bureau for the past year amounted to \$45,783,656 10, and the expenditures to \$43,112,531 27, leaving a balance of \$2,671,124 83 to the credit of disbursing officers, in the government depositaries, on June 30, 1865.

The estimates for the next year are for objects not confined to a state of war, but for such as are required to keep up a proper state of preparation, and to reserve the large and valuable munitions of war now on hand. On the termination of the war, measures were promptly taken to reduce the procurement of supplies, and to provide storage for the munitions returned to the arsenals from the armies, and captured from the enemy. Commodious fire-proof workshops are being erected at Allegheny, Watervliet, and Frankford arsenals, and it is contemplated to erect similar shops at Washington arsenal, for which there is an appropriation. These shops can be advantageously used for storage when their entire capacity for manufacturing purposes is not needed.

From the evident importance of arming the permanent fortifications as fast as they are built, the construction of cannon and carriages for this purpose, so far as existing appropriations warrant, has not been intermitted. It is contemplated to increase the capacity of manufacturing sea-coast carriages in proportion to the readiness of the forts to receive them, and to discontinue the fabrication of wooden carriages for field and siege guns, in favor of iron carriages, which experiments have shown are preferable for that service. Cast-iron smooth-bore cannon, of large calibre, as now made, are found to be entirely reliable; but not so the heavy rifled cannon, as heretofore made and tried. The failures, on trial, of the wrought-iron guns made by Mr. Horatio Ames, indicate that these guns can not be relied upon, and that no more of them ought to be made for this department. Two experimental cast-iron eight-inch rifle guns have been made of the model and weight supposed to render them reliable for service. They are now undergoing extreme proof, to test them thoroughly.

The manufacture of arms at the National Armory was reduced at the conclusion of hostilities as rapidly as could be done with economy, and at present no new muskets are being made there. With a view to change the model of small arms from muzzle-loaders to breech-loaders, extensive experiments have been made; but they have not yet resulted in the selection of a model of such decided excellence as to render its adoption for the service advisable. It is hoped that such a model may soon be found. A plan for altering the musket of the present pattern into efficient breech-loaders has been devised, and five thousand of them are being so altered for issue to troops for practical test. There are nearly one million of good Springfield muskets on hand, and upwards of half a million of foreign and captured muskets. The latter will be sold whenever suitable prices can be obtained for them, and also other ordnance stores of a perishable nature, which are in excess of the wants of the service.

The necessity of providing a suitable depository for gunpowder, with proper magazines for its storage and preservation, which was stated in the last annual report, is again mentioned, and the requisite legislation is urged.

A partial provision for this object, as far as respects a supply for the Mississippi valley, has been made on the military reserve at Jefferson Barracks.

The government has not yet acquired a title to the property on Rock Island, taken possession of under the act of July 19, 1864. It is important that this

be done with as little delay as practicable. The importance of having full possession and control of Rock Island, including the adjacent islands, and the right of way, is stated in the report of the Chief of Ordnance, and additional legislation therefor, if necessary, is recommended.

Several of the southern arsenals have been reoccupied, and it is intended to reoccupy them all, except that at Fayetteville, N. C., which has been destroyed. The necessary measures have been taken for the preservation of the powder mill at Augusta, and the laboratory and unfinished armory at Macon, Georgia, which have been captured.

The number of permanent United States arsenals and armories is twenty-eight. The command and supervision of these, together with the inspection services required at the arsenals, the foundries, the powder mills, and other private establishments engaged in work for the Government, furnish constant employment for the whole number of ordnance officers (sixty-four) now authorized by law. The proper discharge of these essential duties requires that that number should be continued as part of the military peace establishment of the country.

The armies in the field have been amply and well supplied with arms and other ordnance stores, and the fortifications have had their armaments kept in order and strengthened and increased by additional guns of heavy calibre and great efficiency.

The Signal Corps.—On the 1st of November, 1864, the signal corps numbered 168 officers and 1,350 enlisted men, distributed in detachments among the armies in the field and the military departments. All that portion of the signal corps on duty east of the Mississippi river has been mustered out of service, the act of Congress under which the corps was organized having limited its organization to the duration of the rebellion. There now remain 9 officers and 37 enlisted men in the military division of the Mississippi, and 15 officers and 99 enlisted men in the military division of the Gulf. These detachments are operating with the troops on the plains, in Texas, and along the southwestern boundary.

The expenditures from appropriations for the signal service amounted to \$8,537 06, during the year ending September 30, 1865. The balance unexpended amounts to \$248,062.

Military Telegraph.—The telegraph has continued to be a most efficient and important instrument in military operations. Its officers have shown the same devotion and fidelity which have signalized their efforts during former years. There have been constructed during the year 3,246 miles of military telegraph; 8,323 miles have been in operation during the year, and at its termination 6,228 miles were still in use. The expenditure upon the military telegraph during the fiscal year was \$1,360,000; since the beginning of the war \$2,655,500. There have been constructed and operated in all during the war about 15,000 miles of military telegraph. Control has been assumed of the telegraphs of the late rebellious districts as fast as they fell into our hands, and arrangements are now

made by which the lines are kept in repair by the stockholders, the United States being at the expense only of purely military lines and stations.

Military Prisoners and Prisoners of War.—The report of the Commissioner of Exchanges exhibits the exchange transactions during the war, with statistical tables and other information respecting the condition and treatment of prisoners on each side.

Frequent inspections of military prisons have been made from time to time, and all military prisoners have been released, except such as were under sentence or awaiting trial for murder, arson, or other grave offences. Clemency has been extended liberally, as was deemed compatible with public security. All persons imprisoned for offences against the draft laws have been released, and all deserters from the volunteer service. Since the surrender of Lee's army the danger to the national safety from combinations and conspiracies to aid the rebellion or resist the laws in the States not declared to be insurgent has passed away; it is therefore recommended that the proclamation suspending the writ of *habeas corpus* in those States be revoked.

The Commissary General of Prisoners reports that between the 1st of January and the 20th of October, there were in our custody ninety-eight thousand eight hundred and two prisoners of war. Of these nineteen hundred and fifty-five enlisted into the United States service. Sixty-three thousand four hundred and forty-two were released after the cessation of hostilities, and thirty-three thousand one hundred and twenty-seven were delivered in exchange. Besides these, one hundred and seventy-four thousand two hundred and twenty-three prisoners surrendered in the different rebel armies, and were released on parole, viz :

Army of Northern Virginia, commanded by General R. E. Lee.....	27,805
Army of Tennessee and others, commanded by General J. E. Johnston	31,243
General Jeff. Thompson's army of Missouri.....	7,978
Miscellaneous paroles, department of Virginia.....	9,072
Paroled at Cumberland, Md., and other stations.....	9,377
Paroled by General McCook in Alabama and Florida.....	6,428
Army of the department of Alabama, Lieutenant General R. Taylor.	42,293
Army of the trans-Mississippi department, General E. K. Smith....	17,686
Paroled in the department of Washington.....	3,390
Paroled in Virginia, Tennessee, Georgia, Alabama, Louisiana and Texas	13,922
Surrendered at Nashville and Chattanooga, Tennessee	5,029
Total.....	174,223

Judge Advocate General—In the Bureau of Military Justice, since March 2, 1865, there have been received, reviewed, and filed 16,591 records of general courts-martial and military commissions. and 6,123 special reports have been made as to the regularity of proceedings, the pardon of military offenders, the remission or commutation of sentences, and upon the numerous miscellaneous

subjects and questions referred for the opinion of the bureau, including also letters of instruction upon military law and practice to judge advocates, reviewing officers, &c. By comparing these details with those presented in March last, it will be perceived that the business of this bureau, especially as an advisory branch of the War Department, has not yet been diminished or sensibly affected by the altered condition of public affairs.

The "Digest of Opinions of the Judge Advocate General," issued by the bureau in January last, having come into extensive use throughout the army, has proved of considerable advantage to the service in contributing to establish a uniformity of decision and action in the administration of military justice. As the present edition of the work has been very nearly exhausted, it is proposed to prepare during the coming winter an enlarged edition, containing, in connexion with those already published, a selection of the official opinions communicated by the Judge Advocate General during the present year.

The chief of the bureau expresses his satisfaction with the ability and efficiency with which the officers and clerks connected with it have performed their several duties, and, in view of the fact that the business of this branch of the public service will probably not be materially diminished for the next twelve months, is of the opinion that its present organization may well be continued by Congress.

Freedmen's Bureau.—By an act of the last session of Congress a new bureau in the War Department was created, called the Bureau of Freedmen, Refugees, and Abandoned Lands. Its object was to supply the immediate necessities of those whose condition was changed by hostilities, and were either escaping or escaped from slavery to obtain freedom, or were driven from their homes by the pressure of war, or the despotism of the rebellion. Its aid was designed for the needy of both races, white and black, and to administer as well aid from the government and from charitable individuals and associations. No appropriation was made to carry this act into effect, but the condition of the people in the insurgent States required prompt relief. The act of Congress authorized the assignment of military officers to duty in the bureau, and under this provision it was organized. Major General Howard was assigned to duty as commissioner; other officers selected by him were assigned for agents and assistants, and an organized system of relief has gone into operation. The report of the commissioner, which has not yet been furnished to the department, will show the operation of the Freedmen's Bureau during a period of several months, and afford some means to judge what regulations are required. It is plain that some such organization is wanted in the insurgent States to relieve promptly great and pressing need arising from the war, and social disorganization resulting from the war. Proper provision for the colored population whose condition has been changed by direct act of the federal government, to serve its own purposes in the conflict, is a solemn duty. More or less resistance to the performance of this duty is to be expected while any rebellious or hostile spirit remains, but the obligation to perform it cannot be evaded or thrust aside with national honor or safety. A numerous class of white persons who, without fault

in themselves, are suffering want occasioned by the ravages of war, have also a just claim for relief. But while discharging these obligations to needy destitute white persons and the freed colored people, the utmost care must be observed to guard against establishing a national system of pauperism that might foster a horde of idle officials or dishonest agents, and engender vice, sloth, and improvidence among a large class of persons. To avoid this evil and insure strict supervision, it is urgently recommended, first, that all appropriations of money for the Freedmen's Bureau be made in specific terms, distinct from any other purpose; second, that the number of agents and employés, and their compensation, be fixed by law; third, that the duties and powers of the bureau, in respect to persons and property, be defined by law.

By the heads of the respective bureaus of the War Department and their staffs the government has been served with a zeal and fidelity not surpassed by their brethren in the field. To them the honors and distinction of an admiring public have not been opened, but in their respective vocations they have toiled with a devotion, ability, and success for which they are entitled to national gratitude.

Beside the signal success vouchsafed to our arms, other causes contributed to overthrow the rebellion. Among the chief of these may be reckoned:

1. The steadfast adherence of the President to the measure of emancipating the slaves in the rebel States. Slavery was avowed by the leaders of the rebellion to be its corner-stone. By that system millions of people, constituting nearly the whole working population of the south, were employed in producing supplies on the plantation, in the workshops and manufactories, and wherever labor was required, thus enabling the white population to fill the rebel armies. The hopes of freedom, kindled by the emancipation proclamation, paralyzed the industrial power of the rebellion. Slaves seized their chances to escape, discontent and distrust were engendered, the hopes of the slave and the fears of the master, stimulated by the success of the federal arms, shook each day more and more the fabric built on human slavery.

2. The resolute purpose of Congress to maintain the Federal Union at all hazards, manifested by its legislation, was an efficient cause of our success. Ample supplies appropriated for the army and navy, revenue laws for supplying the treasury, careful revision and amendment of the laws for recruiting the army and enforcing the draft, gave practical direction to the patriotic purpose of the people to maintain a national existence that should afford protection and respect by means of the Federal Union.

3. Patriotic measures adopted by the governors of loyal States, and the efficient aid they rendered the War Department in filling up the ranks of the army and furnishing succor and relief to the sick and wounded, largely contributed to the national preservation. Of these measures one of the most important was the aid tendered by the governors of Ohio, Indiana, Illinois, Iowa, Wisconsin, and Michigan in the opening of the campaign of 1864.

On the 21st day of April, 1864, Governors Brough, Morton, Yates, Stone, and Lewis made an offer to the President to the following effect:

That these States should furnish for the approaching campaign infantry troops, 30,000 from Ohio, 20,000 from Indiana, the same number from Illinois, 10,000 from Iowa, and 5,000 from Wisconsin; the term of service to be one hundred days; the whole number to be furnished within twenty days; the troops to be armed, equipped, and transported as other troops, but no bounty to be paid, nor any credit on any draft, and the pending draft to go on until the State quota was filled.

After full consideration and conference with the Lieutenant General, this offer was accepted by President Lincoln. The State of Ohio organized within four weeks, and placed in the field, 35,646 officers and men, being 5,646 troops more than the stipulated quota. Other States, less able to meet the contingency, contributed with alacrity all that could be raised.

Although experience had shown that troops raised for a short term were more expensive and of less value than those raised for a longer period, these troops did important service in the campaign. They supplied garrisons and held posts for which experienced troops would have been required, and these were relieved so as to join the armies in the field. In several instances the three-months troops, at their own entreaty, were sent to the front, and displayed their gallantry in the hardest battles of the campaign.

4. The result of the presidential election of 1864 exerted an important influence upon the war. Intercepted letters and despatches between the rebel leaders showed that their hopes of success rested greatly upon the presidential election. If the Union party prevailed, the prosecution of the war until the national authority should be restored appeared inevitable, and the rebel cause desperate. Even on the battle-field the influence of the election was felt. The overwhelming voice of the people at the presidential election encouraged the heroic daring of our own troops, and dismayed those who were fighting in a hopeless cause.

5. The faith of the people in the national success, as manifested by their support of the government credit, also contributed much to the auspicious result. While thousands upon thousands of brave men filled the ranks of the army, millions of money were required for the treasury. These were furnished by the people, who advanced their money on government securities, and freely staked their fortunes for the national defence.

Looking to the causes that have accomplished the national deliverance, there seems no room henceforth to doubt the stability of the Federal Union. These causes are permanent, and must always have an active existence. The majesty of national power has been exhibited in the courage and faith of our citizens, and the ignominy of rebellion is witnessed by the hopeless end of the great rebellion.

EDWIN M. STANTON,

Secretary of War.

REPORT OF THE ADJUTANT GENERAL.

WAR DEPARTMENT, ADJUTANT GENERAL'S OFFICE,
Washington, October 20, 1865.

SIR: I have the honor to submit the following report of the operations of this department for the past year:

RECRUITING FOR THE REGULAR ARMY.

From October 31, 1864, to October 1, 1865, the number of recruits enlisted, for all arms, is 19,555. (Statement A.)

The recruiting service for the regular army is progressing favorably. The regiments suffered so severely in their many battles, that they were left at the termination of active hostilities, almost without exception, reduced to mere skeleton organizations. They have now been distributed to stations and are rapidly filling up, thus enabling the department to relieve volunteer regiments as fast as they can be transported to their homes and paid.

There are two principal depots for the general recruiting service, one at Fort Columbus, New York harbor, for infantry, and one at Carlisle barracks, Pennsylvania, for mounted troops. The officers detailed from the several regiments for recruiting duty are stationed in such localities as give promise of success, and their recruits are sent in parties to the depots, whence they are forwarded to the regiments to which they may be assigned. Beside this, the several regiments recruit their own ranks as far as practicable, from the country adjacent to their posts.

AUTHORIZED STRENGTH AND ORGANIZATION OF THE REGULAR ARMY.

The authorized strength of the regular regiments of the army, supposing each company full, is as follows:

	Officers.	Men.
Six regiments of cavalry, (seventy-two companies)	264	7, 248
Five regiments of artillery, (sixty companies)	273	4, 890
Ten regiments of infantry, single battalion, (one hundred companies)	340	8, 360
Nine regiments of infantry, each three battalions of eight companies, (two hundred and sixteen companies)	693	21, 321
Total	<u>1, 570</u>	<u>41, 819</u>

This calculation is made on the basis of forty-two privates to a company at all but frontier posts. The total strength, upon the basis of one hundred enlisted men to a company, would be fifteen hundred and seventy officers, forty-five thousand seven hundred and fifty-one men.

By existing acts of Congress, the strength of companies is limited to the following number of private soldiers:

The ten old regiments of infantry and four old regiments of artillery—forty-two privates per company. (Act August 23, 1842)

Except when serving on the western frontier, or at remote and distant stations, when the allowance is seventy-four privates per company. (Act June 17, 1850.)

The nine new regiments of infantry, three battalions each of eight companies—eighty-two privates per company. (Act July 29, 1861.)

Eight light artillery companies—sixty-four privates per company. (Act June 17, 1850.)

Twelve companies of the fifth artillery—one hundred and twenty-two privates per company. (Act July 29, 1861.)

Six regiments of cavalry, each twelve companies—seventy-eight privates per company. (Act July 17, 1862.)

There is no good reason for such dissimilarity in the several organizations, and much inconvenience really arises from it. A company of forty-two privates is not sufficient for the ordinary duties of a garrison, and one hundred and twenty-two privates are not needed except for a battery of six pieces serving in the field. It is recommended that all companies of the regular army be allowed one hundred enlisted men as the maximum standard, leaving to the War Department to regulate the strength of companies within that limit as may be demanded by the nature of the service at the various stations. It is not probable that this maximum would often be reached, but emergencies sometimes arise when it becomes a matter of great importance, and also of economy, to have large companies, instead of mere platoons for immediate active duty.

STATIONS OF THE REGULAR ARMY.

The following is the present disposition of the regular artillery regiments :

Second United States artillery.

On the Pacific coast.

Third United States artillery.

Fort Sullivan, Eastport, Maine, one company.

Fort Preble, Portland, Maine, one company.

Fort Constitution, Portsmouth, New Hampshire, one company.

Fort Warren, Boston, Massachusetts, the regimental headquarters and three companies.

Fort Independence, Boston, Massachusetts, one company.

Fort Adams, Newport, Rhode Island, three companies.

One light battery, C, division of the Mississippi.

One light battery, E, department of North Carolina.

Detachments from some of these companies will be placed at the unfinished forts and batteries along the coast near their stations.

First United States artillery.

Fort Trumbull, New London, Connecticut, one company.

Fort Schuyler, New York, three companies.

Fort Lafayette, New York harbor, one company.

Fort Hamilton, New York harbor, the regimental headquarters and two companies.

Fort Richmond and Batteries Hudson and Morton, New York harbor, two companies.

Sandy Hook, New Jersey, one company.

One light battery, } division of the Gulf.
One light battery, }

Fourth United States artillery.

Fort Delaware, Delaware, two companies.

Fort McHenry, Baltimore, Maryland, two companies.

Fort Washington, Maryland, the regimental headquarters and one company.

Fort Foote, Maryland, one company.

Forts around Washington, four companies.

One light battery, } division of the Mississippi.
One light battery, }

Fifth United States artillery.

Fort Monroe, Old Point Comfort, Virginia, the regimental headquarters and four companies.

Fort Taylor, Key West, Florida, two companies.

Fort Jefferson, Dry Tortugas, Florida, four companies.

One light battery, F, department of Virginia.

One light battery, G, division of the Mississippi.

All the companies, except two of each regiment of artillery, have been dismounted, and their horses and batteries turned over to the proper staff departments. The dismounted companies have been assigned to permanent fortifications on the seaboard. The two batteries in each regiment are retained, under the provisions of the acts of March 2, 1821, and March 3, 1847.

All sea-coast forts south of Fort Monroe, except Forts Taylor and Jefferson, Florida, are to be garrisoned by colored troops.

Of the cavalry regiments.

The 1st, 4th, and 6th regiments are assigned to the division of the Gulf in the southwest ;

The 2d and 3d regiments to the division of the Missouri ;

The 5th regiment is divided between the departments of Washington, the Middle department, and the division of the Tennessee.

The single battalion infantry regiments are assigned as follows ;

Fourth United States infantry.

Fort Brady, Sault Ste. Marie, Michigan, two companies.

Fort Wayne, Detroit, Michigan, the regimental headquarters and two companies.

Fort Niagara, New York, one company.

Fort Ontario, Oswego, New York, one company.

Madison Barracks, Sackett's Harbor, New York, two companies.

Rouse's Point, New York, two companies.

The 1st regiment United States infantry is in the department of Louisiana.

The 2d in the department of Kentucky.

The 3d and 10th are in the division of the Missouri.

The 5th is in New Mexico.

The 6th in the department of South Carolina.

The 7th in the department of Florida.

The 8th in the Middle department.

The 9th on the Pacific coast.

The three battalion regiments of infantry are assigned as follows :

The 11th and 17th regiments are recruiting and organizing preparatory to assignment.

The 12th regiment is assigned to the department of Virginia.

The 13th, 18th, and 19th regiments are assigned to the division of the Missouri.

The 14th is on the Pacific coast.

The 15th and 16th regiments are in the division of the Tennessee.

ENLISTMENT OF MINORS AS MUSICIANS.

The act of July 4, 1864, section 5, and the act of March 3, 1864, section 18, make it an offence to enlist any minor under the age of sixteen years. It is recommended that this act be modified so far as to authorize a limited number, say one hundred, of boys not under twelve years, as musicians, provided the consent of parent or guardian is previously obtained. Until the passage of the act referred to, a detachment of boys was kept under instruction at each of the recruiting depots. They were not only carefully trained as young soldiers and musicians—i. e., drummers, fifiers, and buglers—but were well taught in the common school branches at the post school. Many of these boys have turned out good scholars and excellent soldiers, reaching, as their age matured, to the grades of non-commissioned, and even of commissioned officers.

DEDUCTION OF PAY FROM OFFICERS ON LEAVE

By section 31, act of March 3, 1863, and section 11, act of June 20, 1864, it is provided that officers on leave of absence for a longer period than thirty days in one year shall receive only half of the pay and allowances prescribed by law, and no more. It is recommended that this provision be now repealed. It operates to the serious disadvantage of valuable officers who have earned a longer respite from duty than thirty days, and who probably, through a series of years, may have been absent in all less than thirty days. At the same time it places no restriction on those who serve little with their regiments, but habitually report on surgeon's certificate of ill-health.

SERGEANTS FOR SUPERINTENDENTS OF CEMETERIES.

There are now in existence some forty national cemeteries, sad monuments of mortality among our soldiers during the war. It is recommended that an act of Congress shall provide for the enlistment of a disabled soldier as a superintendent for each cemetery, who shall have the same pay and allowances as an ordnance sergeant, and be charged with the care and preservation of the grounds and all their appurtenances. An analogy to this proposed measure may be found in the ordnance sergeants of the army, appointed under the act of April 5, 1832, for the care of ordnance stores at posts.

REPORTS OF BATTLES.

Much attention and labor has been expended upon the preparation of the documents relating to the rebellion, required to be printed by resolution of May 19, 1864. Eight volumes, with maps and indexes, have been completed, and sent to the public printer. The greater part of the other reports of battles, marches, &c., have been copied and arranged, but await the receipt of some important reports, which, though repeatedly called for, have not been furnished, and are requisite to preserve the chronological order.

REGISTER OF VOLUNTEERS.

The register of volunteer officers called for by resolution approved June 30, 1864, will be completed by the time Congress assembles, and all the manuscript will by that time be in the hands of the public printer. As will be seen by examination, it is a work of considerable magnitude, embracing some two hundred

thousand names of officers. No pains have been spared to make it a full and accurate record of every volunteer regiment received into the United States service during the war.

VOLUNTEER SERVICE.

The accompanying statement, marked B, will show the number of volunteer recruits, drafted men, and substitutes, forwarded to the field, (aggregate 202,117,) and of volunteers, drafted men, and militia mustered out and discharged, (aggregate 61,000,) under the direction of this office, from November 1, 1864, until April 30, 1865.

When the work came of disbanding the large armies no longer required by the exigencies of the service, the plan suggested by experience, which had been successful with small bodies, was continued. The same machinery of mustering officers and depots which had been employed in recruiting has been used in discharging. As many regiments as could be at one time furnished with means of transportation, and funds for paying them off, have been sent home with their organization entire, from time to time as they could be spared from the department in which they were serving, beginning with those whose terms of service would soonest expire. The regiments have been mustered out of service on rolls carefully prepared to exhibit the dues from the government to each soldier. The rolls, boxed up and sent under charge of an officer, have arrived at the State rendezvous simultaneously with the regiments. The officers of each regiment have been held to a strict accountability, under pain of forfeiture of an honorable discharge and pay, for the good behavior of the enlisted men until all were finally paid their dues and furnished with discharges within a few miles of their homes. With rare exceptions, the conduct of these gallant regiments, coming from every part of the north, has been most admirable in maintaining the strict discipline which made them successful in battle, until they were released from military restraint and had separated, each to his home and his civil avocation. Too much praise cannot be given the numerous corps of mustering officers and paymasters, whose fidelity is attested by the large numbers (800,963) of men discharged and paid within a brief period, as shown in the annexed statement C. Nor can the extraordinary facilities, offered by the several railroad companies, for transporting such large bodies of men, fail to attract attention. No apology is made for alluding to these matters in this report, for they are facts of the utmost significance, in connexion with the military power and resources of this country. Statement B shows the force in service May 1, '64, and March 1, 1865, respectively.

COLORED TROOPS.

For statistics and information in regard to the colored troops, reference is invited to the accompanying report of the able chief of the Bureau for Colored Troops, attached to this office. The number at present retained in service is about 85,024, out of 186,097, the whole number, officers and men, mustered in since it was first decided to employ them.

The general orders and circulars, annexed to this report, will give useful information concerning movements of the army.

By systematic classification of the varied duties of this department, the officers intrusted with each branch have been able promptly and successfully to accomplish all that could in reason be expected of them, and they, together with the admirable clerks—mostly taken from the armies—by whom they were so ably assisted, are entitled to the warmest commendation.

The officers of the Adjutant General's department are employed as follows :

One brigadier general on special service.

One colonel in charge of the Adjutant General's office, War Department.

One colonel and six majors, assistants in the Adjutant General's office.

One lieutenant colonel and one major, on duty at the headquarters of the army.

One lieutenant colonel and two majors, on duty at headquarters of military divisions and departments.

One lieutenant colonel, provost marshal general.

One lieutenant colonel and one major awaiting orders.

One major on duty in the Provost Marshal General's bureau.

One major on leave of absence.

One major on duty in the War Department.

I have the honor to be, sir, very respectfully, your obedient servant,

E. D. TOWNSEND, *Assistant Adjutant General.*

Hon. EDWIN M. STANTON,

Secretary of War.

A.

Statement of the number of enlistments and re-enlistments in the regular army from October 31, 1864, to October 1, 1865; compiled from reports forwarded to this office by recruiting officers.

General service.....	4, 698	6th infantry.....	140
Mounted service.....	3, 033	7th infantry.....	64
1st cavalry.....	131	8th infantry.....	115
2d cavalry.....	16	9th infantry.....	241
3d cavalry.....	6	10th infantry.....	13
4th cavalry.....	24	11th infantry.....	953
5th cavalry.....	42	12th infantry.....	694
6th cavalry.....	37	13th infantry.....	742
1st artillery.....	149	14th infantry.....	1, 752
2d artillery.....	7	15th infantry.....	1, 208
3d artillery.....	357	16th infantry.....	804
4th artillery.....	182	17th infantry.....	761
5th artillery.....	155	18th infantry.....	852
1st infantry.....	44	19th infantry.....	698
2d infantry.....	859	Engineer corps.....	237
3d infantry.....	9	Ordnance corps.....	209
4th infantry.....	30	Military Academy.....	260
5th infantry.....	33		
		Total.....	19, 555

E. D. TOWNSEND,

Assistant Adjutant General.

WAR DEPARTMENT,

Adjutant General's Office, Washington, November 14, 1865.

C.—Exhibit of the forces of the United States on the 1st of May, 1864.

Army or department.	Present available for duty.	Summary.	
	<i>Aggregate.*</i>		<i>Aggregate.</i>
Department of Washington.....	42, 124	Brought forward—present available for duty	662, 345
Army of the Potomac	120, 384		
Department of Virginia and North Carolina.....	59, 130		
Department of the south	18, 169	Present, sick in field hospitals or unfit for duty	*41, 266
Department of the Gulf.....	61, 865		
Department of Arkansas.....	23, 666		
Department of the Tennessee.....	74, 170	Absent on detached service.....	109, 348
Department of the Missouri	15, 775		
Department of the northwest	5, 296	Absent with leave, including prisoners of war	†66, 290
Department of Kansas	4, 798		
Headquarters military division of the Miss..	476		
Department of the Cumberland	119, 948	Absent, in general hospitals and on sick leave at home	†75, 978
Department of the Ohio	35, 416		
Northern department	9, 546	Absent without authority.....	†15, 483
Department of West Virginia.....	30, 782		
Department of the east.....	2, 828		
Department of the Susquehanna.....	2, 970		
Middle department	5, 627		
Ninth army corps.....	20, 780		
Department of New Mexico	3, 454		
Department of the Pacific	5, 141		
Total	662, 345	Grand aggregate, present and absent ..	970, 710

* Taken from monthly returns.

† Taken from tri-monthly returns.

Exhibit of the forces of the United States on the 1st of March, 1865.

[Made up from tri-monthly returns.]

Army or department.	Present available for duty.	Summary.	
	<i>Aggregate.</i>		<i>Aggregate.</i>
Army of the Potomac	103, 273	Brought forward—present available for duty	602, 598
Headquarters military division of the Miss..	17		
Department of the Cumberland.....	62, 626		
Department of the Tennessee.....	45, 649		
Left wing, army of Georgia.....	31, 644		
Cavalry corps, military division of the Miss.	27, 410	Present, sick in field hospitals or unfit for duty	35, 628
Headquarters military division of West Miss.	24		
Reserve brigades.....do.....	13, 748		
Department of the Gulf	35, 625	Absent on detached service.....	132, 538
Department of Arkansas	24, 509		
Department of the Mississippi	24, 151		
Sixteenth army corps.....	14, 395		
Headquarters military div'n of the Missouri.	12		
Department of the Missouri.....	18, 557	Absent with leave, including prisoners of war	31, 695
Department of the northwest	4, 731		
Headquarters middle military division.....	841		
Cavalry forces	12, 980		
Nineteenth army corps	6, 612	Absent, in general hospitals and on sick leave at home.....	143, 449
Middle department	2, 089		
Department of Washington.....	26, 056		
Department of West Virginia.....	15, 517		
Department of Pennsylvania	820		
Department of the east.....	7, 462		
Department of Virginia	45, 986		
Department of North Carolina.....	34, 945		
Department of the south.....	11, 510		
Department of Kentucky.....	10, 655		
Northern department.....	11, 229	Absent without authority.....	19, 683
Department of the Pacific	7, 024		
Department of New Mexico	2, 501		
Total	602, 598	Grand aggregate, present and absent..	*965, 591

* By the 1st of May, 1865, the aggregate number (965,591) was increased to 1,000,516 by additional enlistments.

THOMAS M. VINCENT.
Assistant Adjutant General.

WAR DEPARTMENT, Adjutant General's Office, November 18, 1865.

REPORT OF THE SECRETARY OF WAR.

B.—Exhibit of recruits—volunteers, drafted and substitutes—for old and new organizations, forwarded to the field; volunteers, drafted men, and militia mustered out and discharged from the service of the United States under the direction of the Adjutant General's Office from November 1, 1864, to November 15, 1865.

States.	FORWARDED TO FIELD.					MUSTERED OUT AND RETURNED TO THEIR HOMES.							
	Volunteers for one, two, and three years.					From November 1, 1864, to April 30, 1865.							
	New organizations.					From May 1, 1865, to November 15, 1865.							
	Old organizations.	Regiments.	Companies.*	Batteries.	Strength.	Drafted men and substitutes.	Total.	Regiments.	Companies.	Batteries.	Strength.	Officers under G.O. 79 and 82, series of 1865.	Total.
Alabama	12,982						2,982					2	624
Arkansas	172						172					1	4,689
California	251						251						
Colorado													
Connecticut	1,457			1	130	1,307	2,894	1	1		212	26	14,230
Delaware	5					765	765	1		1	2,943	6	3,661
Florida	419						19					1	1
Georgia	2,707						2,707						
Illinois	8,829	10	66		15,380	5,304	29,513	1	5		1,498	150	70,570
Indiana	3,710	15			12,554	6,987	23,251	1	11	3	2,220	65	62,368
Iowa	1,046					1,480	2,526		5		416	22	23,953
Indian Territory													
Kansas	525					65	590		16	1	677		2,139
Kentucky	7,565	2			1,857	1,264	10,686	17	29	2	9,466	2	8,310
Louisiana	1,859						859						
Maine	1,260		30		2,808	1,590	5,658	4	1		677		1,156
Maryland	918					2,180	3,098		1		261		16,284
Massachusetts	2,336		8		800	1,09	3,245		11		5,523	10	12,036
Michigan	4,439		4		318	1,686	6,443	7			223	64	39,590
Minnesota	549		16		1,967	598	3,114			1	57	47	28,105
Mississippi	1,412						1,412					17	8,714
Missouri	1,254	2			2,183	2,575	6,012						426
New Hampshire	648		2		176	797	1,621				9,342	15	22,571
New Jersey	2,190		3		278	3,614	6,082	2			326	10	9,354
New York	9,414	2	6		2,795	6,228	18,437	1			247	15	19,032
North Carolina	1,781						1,781	13	5	1	4,358	191	121,755
Ohio	5,097	14			14,371	2,846	22,314					1	2,249
								4	10	5	1,686	106	83,496

Pennsylvania	7,690	8	63	8,907	9,271	25,868	10	13		7,500	118	1	14	102,450	116	110,066
Rhode Island	635		2	172	32	859					6		6	4,795	4	4,799
South Carolina	2,015					2,015										
Tennessee	2,497					2,497				1,944	23		5	14,588	8	16,540
Texas											1			853		853
Vermont	839		2	206	68	1,113	1			310	12	1	2	9,492	25	9,837
Virginia	715					715						1		98		98
West Virginia	210		4	363	447	1,020	1			851	16	4	4	12,104	2	12,957
Wisconsin	1,710	5	13	5,541	3,272	10,523	4	2	1	1,556	40		15	30,004	32	31,592
District of Columbia	170				905	1,075					4			2,699		2,699
Rendezvous for volunteers										110,938						10,938
United States volunteers											10	3	3	10,075	2	10,077
Veteran Reserve Corps														25,087		25,087
Unclassified														48,947		48,947
Total	77,921	58	218	1	70,806	53,390	202,117	68	109	14	61,000	1,000	42	799,978	985	861,963

* Assigned to old regiments in which there were vacancies for companies.
† Including individual musters out.
‡ Includes new organizations, (colored.)

§ The number opposite Maryland includes those forwarded from Delaware.
|| Drafted substitutes and volunteers.

RECAPITULATION.

Forwarded to field.....	202,117
Mustered out and returned to their homes	861,963
Total.....	1,064,080

The rapidity with which the work of mustering out and disbanding the volunteer army was executed will be apparent from the following, showing the numbers mustered out to the dates set opposite them respectively, viz:

REMARKS.

August 7, 1865.....	640,806
August 22, 1865.....	719,338
September 14, 1865.....	741,107
October 15, 1865.....	785,205
November 15, 1865.....	800,963

The command of Major General Sherman (army of the Tennessee and army of Georgia) and the army of the Potomac were the first to complete their musters out *entirely*. Regiments commenced leaving General Sherman's command—then numbering, present and absent, 116,183 officers and men—from the rendezvous near this city on the 29th of May, and on the 1st of August the last one of the regiments mustered out left Louisville, Ky., to which point the command (after the musters out therefrom were partly completed) was transferred, and the armies composing it merged into one, called the army of the Tennessee. The work of mustering out the troops was not continuous, it having been interrupted and delayed by the transfer of the two armies from this city to Louisville, and their subsequent consolidation. Regiments commenced leaving the army of the Potomac, (then numbering, including ninth corps, 162,851 officers and men, present and absent,) from the rendezvous near this city on the 29th of May, and about six weeks thereafter (July 19) the last regiment started for home. During the interval the work, like that for General Sherman's command, was not continuous, it being interrupted and delayed by the movement of the 6th corps from Danville, Va., to this city, and the consolidation, by orders of June 28, of the remaining portion of the army into a provisional corps, numbering, present and absent, 22,699 officers and men. Thus, for the two commands in question, and between the 29th of May and the 1st of August, (two months,) 279,034 officers and men, present and absent, were mustered out, and placed *en route* to their homes. Including other armies and departments, the number was increased, by August 7, (two months and seven days,) to 640,806 officers and men. From the foregoing it is seen that the mass of the forces discharged were mustered out by September 14, or within two and a half (2½) months from the time the movements of troops homeward commenced. The average per month during that time is 296,442.

WAR DEPARTMENT, ADJUTANT GENERAL'S OFFICE, November 15 1865.

THOMAS M. VINCENT, Assistant Adjutant General.

ADJUTANT GENERAL'S OFFICE,
Bureau for Colored Troops, Washington, D. C., Oct. 20, 1865.

GENERAL: To the one hundred and one thousand nine hundred and fifty colored soldiers in the service of the United States at the date of my last report, the following additions have been made during the year, namely:

Seventeen regiments of infantry, aggregate strength.....	16, 201
Two regiments of heavy artillery, aggregate strength.....	2, 703
Two batteries light artillery, aggregate strength.....	251
One regiment of cavalry, aggregate strength.....	1, 255
Recruits, drafted men, and substitutes, sent to old regiments.....	29, 099
Total gain.....	49, 509

Four thousand two hundred and forty-four recruits were enlisted at the rendezvous established in the disloyal States, and credited to loyal States, under section 3 of the act of Congress approved July 4, 1864.

On the 15th of July, 1865, the date on which the last organization of colored troops was mustered in, there were in the service of the United States—

One hundred and twenty regiments of infantry, numbering in the aggregate.....	98, 938
Twelve regiments heavy artillery, numbering in the aggregate.....	15, 662
Ten batteries light artillery, numbering in the aggregate.....	1, 311
Seven regiments cavalry, numbering in the aggregate.....	7, 245
Grand aggregate.....	123, 156

The foregoing is the largest number of colored troops in service at any one time during the war.

The entire number of troops, commissioned and enlisted, in this branch of the service, during the war, is one hundred and eighty-six thousand and ninety-seven.

The States in which this force was recruited or drafted are as follows, namely:

Maine	104	Ohio	5, 092
New Hampshire.....	125	Indiana	1, 537
Vermont	120	Illinois	1, 811
Rhode Island	1, 837	Missouri	8, 344
Massachusetts	3, 966	Minnesota	104
Connecticut	1, 764	Iowa	440
New York.....	4, 125	Wisconsin.....	165
New Jersey	1, 185	North Carolina.....	5, 035
Pennsylvania	8, 612	South Carolina.....	5, 462
Delaware	954	Georgia	3, 486
Maryland	8, 718	Florida	1, 044
District of Columbia	3, 269	Kansas	2, 080
Virginia	5, 723	Texas	47
West Virginia.....	196	Colorado Territory.....	95
Alabama	4, 969	State or Territory unkn'wn	5, 896
Mississippi	17, 869		
Louisiana	24, 052	Total enlisted.....	178, 975
Arkansas	5, 526	Officers	7, 122
Tennessee.....	20, 133		
Kentucky	23, 703	Aggregate.....	186, 097
Michigan	1, 387		

The loss during the war, from all causes, except muster-out of organizations in consequence of expiration of term of service or because service was no longer required, is sixty-eight thousand and one hundred and seventy-eight.

The number of colored troops already mustered out, or under orders for muster out, is as follows, namely :

Thirty-two regiments of infantry, aggregate strength	28, 354
Two independent companies and band, aggregate strength.....	172
Two regiments of heavy artillery, aggregate strength.....	3, 007
Four batteries of light artillery, aggregate strength.....	571
One regiment of cavalry, aggregate strength.....	1, 130
Aggregate.....	33, 234

The number of organizations discontinued during the war, by consolidation or transfer, and their strength when discontinued, is as follows, namely :

Twenty-seven regiments of infantry, aggregate strength.....	9, 337
One regiment of heavy artillery, aggregate strength.....	607
Aggregate.....	9, 944

The aggregate of colored troops remaining in service, after the execution of all orders to this date for muster-out of organizations, is as follows, namely :

Eighty-three regiments of infantry, aggregate strength.....	66, 073
Nine regiments of heavy artillery, aggregate strength.....	12, 394
Six light batteries artillery, aggregate strength.....	701
Six regiments cavalry, aggregate strength.....	5, 856
Aggregate.....	85, 024

There have been received at this office, since June 1, 1863—

Applications for appointment	9, 019
Candidates examined by the board	3, 790
Candidates rejected by the board.....	1, 472
Candidates appointed.....	2, 318
Total number of appointments and promotions.....	3, 573
Provisional appointments made by department commanders confirmed at this office.....	481
White soldiers discharged to accept appointment	1, 767

For further details respecting examinations, appointments, resignations, and matters of a kindred nature, attention is respectfully invited to appendix marked B, in which will also be found an exhibit of the organizations discontinued by consolidation, muster out, and those remaining in service.

The reputation of the organization for efficiency, good conduct, and reliability, has steadily advanced; and the reports of officers of the Inspector General's department, so far as they have come to the knowledge of this office, are very satisfactory as to its present condition.

The commission appointed for the State of Delaware, under the provisions of section 24 of the act of Congress approved February 24, 1864, having been dissolved, there is at this time in session, under the provisions of the act referred to, only the commission or board for the State of Maryland, which has been in session since October, 1864.

The whole number of claims for compensation on account of the enlistment of slaves in the service of the United States, filed with the boards, in both the above States, is three thousand nine hundred and seventy-one.

Compensation, varying in amount, was awarded upon seven hundred and thirty-three of these claims; two hundred and ninety-four have been rejected by the commissions as not being well founded; and the remainder are still before the board. The total amount of compensation awarded loyal owners is two hundred and thirteen thousand eight hundred and eighty-three dollars. Twenty-five claims have been paid, amounting in the aggregate to six thousand nine hundred dollars, leaving seven hundred and eight claims unpaid, amounting to two hundred and six thousand nine hundred and eighty-three dollars. Nineteen thousand nine hundred and thirty dollars and forty cents have been expended in salaries of members of boards, and to defray the current expenses of the same, including rent of rooms, purchase of fuel, stationery, &c.; making the total expenditures to this date twenty-six thousand eight hundred and thirty dollars and forty cents.

In closing this report it affords me pleasure to acknowledge the important services rendered the bureau by Major F. W. Taggard, assistant adjutant general volunteers, in charge of rolls and returns, and Major A. F. Rockwell, assistant adjutant general volunteers, general assistant and disbursing officer. To their efficient and cordial co-operation may be attributed whatever of success has been attained in the management of the bureau.

The employés of the office, all originally detailed from the volunteer service, have zealously and faithfully discharged the duties assigned them.

I have the honor to be, very respectfully, your obedient servant,

C. W. FOSTER,

Assistant Adjutant General Volunteers.

Brevet Brig. Gen. E. D. TOWNSEND,

Ass't Adj't Gen. U. S. Army, Washington, D. C.

[General Orders, No. 77.]

WAR DEPARTMENT, ADJUTANT GENERAL'S OFFICE,
Washington, April 28, 1865.

FOR REDUCING EXPENSES OF THE MILITARY ESTABLISHMENT.

ORDERED:

I. That the chiefs of the respective bureaus of this department proceed immediately to reduce the expenses of their respective departments to what is absolutely necessary, in view of an immediate reduction of the forces in the field and garrison, and the speedy termination of hostilities, and that they severally make out statements of the reductions they deem practicable.

II. That the Quartermaster General discharge all ocean transports not required to bring home troops in remote departments. All river and inland transportation will be discharged, except that required for necessary supplies to troops in the field. Purchases of horses, mules, wagons, and other land transportation will be stopped; also purchases of forage, except what is required for immediate consumption. All purchases for railroad construction and transportation will also be stopped.

III. That the Commissary General of Subsistence stop the purchase of supplies in his department, except for such as may, with what is on hand, be required for the forces in the field to the first of June next.

IV. That the Chief of Ordnance stop all purchases of arms, ammunition, and materials therefor, and reduce the manufacturing of arms and ordnance stores in government arsenals as rapidly as can be done without injury to the service.

V. That the Chief of Engineers stop work on all field fortifications and other works, except those for which specific appropriations have been made by Congress for completion, or that may be required for the proper protection of works in progress.

VI. That all *volunteer* soldiers (patients) in hospitals, *except veteran volunteers, veterans of the 1st army corps, (Hancock's,) and enlisted men of the veteran reserve corps*, who require no further medical treatment, be honorably discharged from the service, with immediate payment.

All officers and enlisted men, who have been prisoners of war, and now on furlough or at the parole camps, and all recruits in rendezvous, *except those for the regular army, and the 1st army corps, (Hancock's,)* will likewise be honorably discharged.

Officers whose duty it is, under the regulations of the service, to make out rolls and other final papers connected with the discharge and payment of soldiers, are directed to make them out without delay, so that this order may be carried into effect immediately. Commanding generals of armies and departments will look to the prompt execution of this work.

VII. The Adjutant General of the army will cause immediate returns to be made by all commanders in the field, garrisons, detachments, and posts, of their respective forces, with a view to their immediate reduction.

VIII. The Quartermaster's, Subsistence, Ordnance, Engineer, and Provost Marshal General's departments will reduce the number of clerks and employes to that absolutely required for closing the business of their respective departments, and will, without delay, report to the Secretary of War the number required of each class or grade.

The Surgeon General will make similar reductions of medical officers, nurses, and attendants, in his bureau.

IX. The chiefs of the respective bureaus will immediately cause property returns to be made out of the public property in their charge, and a statement of the property in each that may be sold, upon advertisement and public sale, without prejudice to the service.

X. The commissary of prisoners will have rolls made out of the name, residence, time, and place of capture and occupation of all prisoners of war who will take the oath of allegiance to the United States, to the end that such as are disposed to become good and loyal citizens of the United States, and who are proper objects of executive clemency, may be released upon the terms that to the President shall seem fit and consistent with public safety.

By order of the Secretary of War:

W. A. NICHOLS,
Assistant Adjutant General.

[General Orders, No. 79.]

WAR DEPARTMENT, ADJUTANT GENERAL'S OFFICE,
Washington, May 1, 1865.

FOR REDUCING THE NUMBER OF GENERAL, FIELD, AND STAFF OFFICERS.

It is ordered by the President that resignations of general, field, and staff officers will be received until the fifteenth of this month, at which date the Adjutant General is directed to commence mustering honorably out of service all general, field, and staff officers who are unemployed, or whose service is no longer needed.

By order of the President of the United States:

W. A. NICHOLS,
Assistant Adjutant General.

[General Orders, No. 82.]

WAR DEPARTMENT, ADJUTANT GENERAL'S OFFICE,
Washington, May 6, 1865.

FOR REDUCING THE NUMBER OF COMPANY AND STAFF OFFICERS OF VOLUNTEER REGIMENTS.

By direction of the President, all company and staff officers of volunteer regiments, absent from their commands on account of physical disability, or by virtue of leaves of absence granted them on their return to loyal States as prisoners of war, will be honorably mustered out of the service of the United States, *of date the fifteenth (15th) instant.*

Said officers will immediately apply, *by letter*, to the Adjutant General of the army for their muster-out and discharge papers. In case of physical disability from disease or wounds, the letter must be accompanied by a medical certificate of the usual form.

The post office address of the officer must be given with care in all cases.

By order of the Secretary of War:

W. A. NICHOLS,
Assistant Adjutant General.

[General Orders, No. 83.]

WAR DEPARTMENT, ADJUTANT GENERAL'S OFFICE,
Washington, May 8, 1865.

FOR REDUCING THE VOLUNTEER CAVALRY FORCES OF THE ARMY.

I. Immediately upon receipt of this order by commanding generals of armies and departments, *all volunteer soldiers of the cavalry arm*, whose terms of service will expire prior to October 1, 1865, will be mustered out and discharged the service of the United States. In discharging the said troops, the following will be observed:

1. The musters out will be made, in accordance with existing regulations, by the commissaries of musters of divisions, under the directions of commissaries of musters of corps or departments.

2. Army and department commanders will forthwith ascertain the number of men within their respective commands to be discharged, and report the same *direct* to the Paymaster General of the army, forwarding a duplicate of the report to the Adjutant General. Said report must specify the number for each regiment, or company, if an independent one.

3. The Paymaster General will arrange to make immediate payment to the men discharged, said payments to be made in the armies or departments in which the men may be serving at date of muster out.

II. All cavalry remaining in service after the aforesaid discharges have been made will be immediately consolidated into *complete maximum regimental organizations*, and as follows:

1. Army and department commanders will select and designate the organizations to be consolidated.

2. Organizations from the same State will be consolidated with each other.

3. All supernumerary commissioned and non-commissioned officers will be mustered out of the date the consolidation of their respective commands is made.

4. The commissioned and non-commissioned officers to be retained, not exceeding the legal number, will be selected by army and department commanders.

5. The proper commissaries of musters, and their assistants, will be charged, under existing regulations, with the prompt execution of the details.

III. Corps and department commanders will see that the work is pushed with energy, and executed accurately and promptly, using to this end division and brigade commanders to superintend it, with their respective staff officers, to aid the mustering officer in collecting the necessary data for the transfer rolls, (see Circular No. 64, series of 1864, Adjutant General's Office,) muster-out rolls, and other necessary discharge papers, as well as the preparation of the same.

IV. Horses and other public property rendered surplus by the reduction in the forces will be turned over to, and cared for by, the proper officers of the supply departments concerned.

V. Regimental and company records, rendered no longer necessary, will be taken charge of by the proper commissary of musters, and forwarded to the Adjutant General of the army. The records of each company or regiment must be arranged by themselves, and the package containing them marked distinctly with the contents.

VI. Commissaries of musters, and their assistants, will be held responsible that the necessary rolls are delivered and forwarded to their destination without unnecessary delay.

By order of the Secretary of War:

E. D. TOWNSEND,
Assistant Adjutant General.

[General Orders, No. 94.]

WAR DEPARTMENT, ADJUTANT GENERAL'S OFFICE,
Washington, May 15, 1865.

The following regulations are announced, and will be observed, in discharging from service such volunteers as are hereafter to be mustered out *with their regimental or company organizations*:

I. Army corps, or *at least the divisions thereof*, will be kept intact, and, *immediately upon receipt of an order directing any portion of the forces to be mustered out*, commanding generals of armies and departments will order the said troops (if not already thereat) to one of the following rendezvous, viz:

1. *Middle military division and troops of other armies or departments arriving therein.*—Defences of Washington, D. C., Harper's Ferry, Virginia, and Cumberland, Maryland.

2. *Military division of the James.*—Richmond and Old Point Comfort, Virginia.

3. *Department of North Carolina*.—Newberne and Wilmington.
4. *Department of the south*.—Charleston, South Carolina, and Savannah, Georgia.
5. *Military division west Mississippi*.—Mobile, Alabama, New Orleans, Louisiana, and Vicksburg, Mississippi.
6. *Military division of the Missouri*.—Little Rock, Arkansas, St. Louis, Missouri, and Fort Leavenworth, Kansas.
7. *Department of the Cumberland*.—Nashville, Knoxville, and Memphis, Tennessee.
8. *Department of Kentucky*.—Louisville.
9. *Middle department*.—Baltimore, Maryland.

Commanding generals of armies and departments are authorized to change the aforesaid places of rendezvous should the public interest so demand.

For the departments of the east, Pennsylvania, northern, northwest, New Mexico, and Pacific, such special orders will be given from the Adjutant General's Office relative to the troops therein serving, as may be demanded by circumstances, as the time for discharge is approached.

II. In case of one or more regiments of a division being mustered out—the division remaining in the field—said regiment or regiments will be mustered out at the place where found serving at the time, and then placed *en route* to the State as hereinafter directed.

III. The Adjutant General of the army will designate places of rendezvous in the respective States, to which the regiments, after muster out, will be forwarded *for payment*.

IV. Upon arrival at the rendezvous where *the musters out* are to take place, a critical examination of the regimental and company records, books, &c., will be made, and in case of omissions, the proper commanders will be made to supply them and make all the entries as enjoined by the army regulations. At the same time the muster-out rolls will be commenced, and prepared *in accordance with existing regulations*, under the direction of the assistant commissaries of musters of divisions, superintended by the corps commissaries. Corps and department commanders will see that the work is pushed with energy and executed promptly, using to this end division and brigade commanders to superintend it, and their respective staff officers to aid the mustering officers in collecting the data for the muster-out rolls and discharge papers, as well as the preparation of the same. In framing the rolls particular care must be exercised in stating *balances of bounty payable*. [See General Orders, No. 84, current series, from this office.]

V. So soon as the rolls of a regiment are completed, the said command, *with its arms, colors, and necessary equipage*, will be placed *en route* to its State, and to the rendezvous therein, at or nearest which it was mustered in.

En route, and after arrival in the State, the following will be observed:

1. Immediately on arrival at the State rendezvous the regiment will be reported to, and taken control of by the chief mustering officer for the State, or his assistant at the point. The said officers will lend all needful assistance in their power to the paymasters, with the view to prompt payment of the troops.

2. The regimental officers will be held to a strict accountability for the discipline of their commands and preservation of public property.

3. The commissary of musters of the division to which the regiment belonged in the field will take possession of the copies of muster-out rolls intended for the field and staff, companies and paymaster, also the company and regimental records, with all surplus blank rolls, returns, discharges, &c., in possession of regimental and company commanders, or other officers, and after *boxing them up*, place them, *whilst en route*, under the special charge of a discreet and responsible officer of the regiment. *The sole duty of said officer will be to care for and preserve said rolls and records whilst en route*, and on arrival at the State rendezvous, *where payment is to be made*, to turn them over to the chief mustering officer, or his assistant at that place.

4. Paymasters will be designated by the pay department to meet regiments at the designated State rendezvous, and there make final payments, obtaining for that purpose the rolls from the mustering officer thereat.

5. Whilst troops are awaiting payment supplies will be furnished by the respective supply departments, on the usual requisitions and returns, *countersigned by the chief mustering officer or his assistant*.

6. Until after payment, and the *final discharge* of the troops, the chief mustering officer will look to their being kept together and under discipline.

7. The chief mustering officer will, under regulations to be established by himself, take possession of and carefully preserve the regimental and company records, also the *colors* with the respective regiments, and hold them subject to orders from the Adjutant General of the army.

8. As soon as practicable, after arrival at the State rendezvous, the chief mustering officer or his assistant will see that the arms and other public property brought to the State by the troops are turned over to the proper officer of the supply department thereat.

VI. In preparing the muster-out rolls, corps, department, division, and brigade commanders will hold *regimental officers to a strict accountability* in order to insure accurate and complete records of the enlisted men, and the better to establish the just claims of the

non-commissioned officers and privates who have been wounded, or of the representatives of those who have died from disease or wounds, or been killed in battle.

VII. Prior to the departure of regiments from the rendezvous where mustered out, all public property (except arms, colors, and equipage required *en route*) will be turned over to, and cared for by, the proper officers of the supply departments concerned.

VIII. What is prescribed in the foregoing for a regiment will be applicable to a battery of artillery or an independent company.

IX. At the respective State rendezvous the following is ordered, viz:

1. The Paymaster General will be prepared to have a sufficient force of paymasters to insure prompt payments.

2. The Quartermaster General and Commissary General of Subsistence will be prepared to have a suitable number of officers of their respective bureaus to provide supplies, transportation, &c., and receipt for public property.

3. The Chief of Ordnance will arrange to have a suitable number of officers of his bureau to receive the arms, accoutrements, &c.

X. The attention of commanding generals of armies and departments is directed to the importance of regimental and company officers having their records so completed and arranged that, *at any time*, the muster-out rolls may be prepared without delay.

By order of the Secretary of War:

E. D. TOWNSEND,
Assistant Adjutant General.

[General Orders, No. 101.]

WAR DEPARTMENT, ADJUTANT GENERAL'S OFFICE,
Washington, May 30, 1865.

Retention of arms by soldiers, on being honorably discharged from service.

Upon an honorable muster-out and discharge from the service of the United States, all volunteer soldiers desiring to do so are hereby authorized to retain their arms and accoutrements, on paying therefor their value to the Ordnance department.

The payments will be made, under the regulations of the Ordnance department, to the officer or representative thereof, at the rendezvous in the State to which the troops are ordered for payment and final discharge.

By order of the Secretary of War:

E. D. TOWNSEND,
Assistant Adjutant General.

[General Orders, No. 105.]

WAR DEPARTMENT, ADJUTANT GENERAL'S OFFICE,
Washington, June 2, 1865.

Reduction of volunteer artillery.

Department commanders will at once reduce their batteries of volunteer light artillery to the number absolutely required under existing circumstances by the necessities of the service in their respective departments.

The companies thus relieved will be sent to Washington, Louisville, or Cairo, as may be most convenient for final payment and muster-out.

All artillery horses that may become surplus under the operation of this order will be sold in the department where they now are, and the guns of the companies that are to be discharged will be retained, for the present, within the department.

The number of public animals retained in service, both for artillery and transportation purposes, will be reduced, as far as possible, throughout the country, and all surplus animals will be sold.

By command of Lieutenant General Grant:

E. D. TOWNSEND,
Assistant Adjutant General.

[General Orders, No. 106.]

WAR DEPARTMENT, ADJUTANT GENERAL'S OFFICE,
Washington, June 2, 1865.

Department commanders will immediately, on receipt of this order, relieve all general and staff officers whose services can be dispensed with within their respective commands, and order them to proceed, without delay, to their respective places of residence, and from there report by letter to the Adjutant General of the army.

Department commanders will report the names of all officers relieved by them under this order to the Adjutant General of the army.

By command of Lieutenant General Grant:

E. D. TOWNSEND,
Assistant Adjutant General.

[General Orders, No. 114.]

WAR DEPARTMENT, ADJUTANT GENERAL'S OFFICE,
Washington, June 15, 1865.

Soldiers honorably discharged will be permitted to retain, without charge, their knapsacks, haversacks, and canteens.

By order of the Secretary of War:

E. D. TOWNSEND,
Assistant Adjutant General.

[General Orders, No. 119.]

WAR DEPARTMENT, ADJUTANT GENERAL'S OFFICE,
Washington, June 29, 1865.

Penalties for neglect of duty and disobedience of orders, on the part of commissioned officers in charge of troops about to be discharged the service.

In many instances delays have resulted in paying mustered-out troops, in consequence of regimental and company officers allowing their men to disband, in violation of orders, prior to their commands being reported for payment and final discharge to the chief mustering officer or his assistant, after arrival at the designated State rendezvous. In other cases there has been delay from company and regimental officers neglecting to furnish full data relative to the enlisted men, thus rendering the muster-out rolls imperfect, and necessitating corrections.

With the arrangements of the War Department, as now completed, there need be no delay, and consequently no hardship or inconvenience to the enlisted men, if full data for the rolls be furnished in the field, and, if after arrival in their respective States, as well as during transit thereto, commissioned officers look closely after the comfort and interests of their men, and remain constantly with them, so as to enforce orders and control them.

It is therefore ordered that chief mustering officers and their assistants report by telegram the names of all neglectful officers, with the charges against them, to the Adjutant General of the army, (withholding, in the mean time, their final payments and honorable discharges,) with a view to their summary and dishonorable dismissal from the service, with forfeiture of all pay. The report, by telegraph, will be sent promptly upon cases of neglect being brought to notice, and at the same time the facts, in full, will be reported by mail.

Governors of States are requested to report delinquencies coming to their notice to the chief mustering officer of the State and to the Adjutant General of the army, so that a prompt remedy may be applied.

By order of the Secretary of War:

E. D. TOWNSEND,
Assistant Adjutant General.

[General Orders, No. 121.]

WAR DEPARTMENT, ADJUTANT GENERAL'S OFFICE,
Washington, July 1, 1865.

The assignment of medical officers as medical directors, assistant medical directors, and acting medical inspectors of armies, army corps and divisions, is discontinued.

Medical directors will be assigned to the headquarters of military geographical departments only, and by the order of the Secretary of War.

Owing to the reduction of the army, the act of Congress approved February 25, 1865, becomes inoperative, and no increase of rank, pay or emoluments pertains to such assignment.

By order of the Secretary of War:

E. D. TOWNSEND,
Assistant Adjutant General.

[General Orders, No. 141.]

WAR DEPARTMENT, ADJUTANT GENERAL'S OFFICE,
Washington, October 7, 1865.

I. Commanding generals of military departments and districts will be allowed the following staff officers and no others:

Generals commanding military departments.

One assistant adjutant general.
One assistant inspector general.
One chief quartermaster.
One chief commissary of subsistence.
One medical director.
One judge advocate.
Two aides-de-camp, to be selected from officers of their commands.

Generals commanding districts.

Two aides-de-camp, to be selected from officers of their commands.

II. General officers without military command are not allowed aides-de-camp or other staff officers.

III. All officers serving on the staff of general officers not included in the above allowance will be immediately relieved from such duty; the officers of the regular and volunteer regiments so relieved will be ordered to join their regiments without delay, and the staff officers of volunteers will be ordered to their homes to report thence by letter to the Adjutant General for instructions.

By order of the Secretary of War:

E. D. TOWNSEND,
Assistant Adjutant General.

[General Orders, No. 146.]

WAR DEPARTMENT, ADJUTANT GENERAL'S OFFICE,
Washington, October 9, 1865.

The allowance of means of transportation at all posts east of the Mississippi, and immediately west of the Mississippi, will be—

For posts garrisoned by one company, and for every two companies at a post, one four-mule wagon.

All other public animals, wagons, spring wagons and ambulances will be immediately turned in, and disposed of by the quartermaster department.

By command of Lieutenant General Grant:

E. D. TOWNSEND,
Assistant Adjutant General.

[General Orders, No. 155.]

WAR DEPARTMENT, ADJUTANT GENERAL'S OFFICE,
Washington, October 26, 1865.

Order for discharging certain officers and men of the Veteran Reserve Corps.

In view of the very numerous and pressing applications for discharge by members of the Veteran Reserve Corps, department commanders will cause all organizations of that corps,

within the geographical limits of their command, to be paraded before a general or general staff officer, as soon after the receipt of this order as practicable.

Any general or general staff officer on duty within the limits of the department, whose services can be spared, may be detailed for this purpose. The officer will question each officer and enlisted man so paraded, as to whether he wishes to be discharged, or to remain in the service, and will make out separate lists of those who wish a discharge, and of those who wish to remain in service. Each list will then be read before the officers and men, who will have an opportunity to correct it, so that it will be a true expression of their wishes on the subject. The officer will visit all those who may be absent from the parade, and in a similar manner obtain their wishes, and enter their names on the proper rolls.

The rolls of officers and men who wish to be discharged will then be turned over to the proper commissary of musters, who will immediately muster out of service those whose names are on the rolls of such as desire discharge. He will obtain from regimental officers the necessary data, and complete the rolls of those who desire to remain in service, so as to exhibit their rank and degree of disability. These rolls, when completed, will be forwarded to the Adjutant General.

Names of officers and men belonging to different companies or regiments will not be borne on the same rolls in any of the above cases. The rolls of those who wish to remain in service, as well as those who wish for discharge, will be made on the prescribed blanks for muster and descriptive rolls, and will contain full information, according to the form of the blank.

Department commanders will see that this order is executed with promptness.

By order of the Secretary of War:

E. D. TOWNSEND,
Assistant Adjutant General.

[Circular No. 19.]

WAR DEPARTMENT, ADJUTANT GENERAL'S OFFICE;
Washington, May 16, 1865.

I. Under paragraph III, General Orders No. 94, May 15, current series, from this office, the following State rendezvous, to which troops mustered out will be forwarded for payment, are announced, viz:

Maine.—Augusta, Portland, and Bangor.
New Hampshire.—Concord and Manchester.
Vermont.—Montpelier, Brattleboro', and Burlington.
Massachusetts.—Boston, (Readville and Galloupe's island.)
Rhode Island.—Providence.
Connecticut.—Hartford and New Haven.
New York.—New York city, (Hart's island,) Albany, Elmira, Buffalo, Rochester, Syracuse, Sackett's Harbor, Plattsburg, and Ogdensburg.
New Jersey.—Trenton.
Pennsylvania.—Philadelphia, Harrisburg, and Pittsburg.
Delaware.—Wilmington.
Maryland.—Baltimore and Frederick.
West Virginia.—Wheeling.
Ohio.—Cincinnati, (Camp Dennison,) Cleveland, (Camp Cleveland,) Columbus, (Camp Chase and Tod barracks.)
Indiana.—Indianapolis.
Illinois.—Springfield and Chicago.
Michigan.—Detroit and Jackson.
Wisconsin.—Madison and Milwaukee.
Minnesota.—Fort Snelling.
Iowa.—Davenport and Clinton.
Kansas.—Lawrence and Leavenworth.
Missouri.—St. Louis, (Benton barracks.)
Kentucky.—Louisville, Lexington, and Covington.

II. When the muster-out of a regiment has been completed, and it is ready to start for the State, (see paragraph 5, General Orders No. 94, current series, Adjutant General's office,) the assistant commissary of musters for the division to which it belonged will immediately report (by telegram when practicable) to the Paymaster General of the army, Washington, D. C., its numerical designation, number of commissioned officers, number of enlisted men, and rendezvous in the State where ordered to for payment and final discharge.

By order of the Secretary of War:

E. D. TOWNSEND,
Assistant Adjutant General.

[Circular No. 22.]

WAR DEPARTMENT, ADJUTANT GENERAL'S OFFICE,
Washington, June 5, 1865.

Orders and instructions relative to the muster-out and discharge of certain troops, viz: recruits in rendezvous, deserters, soldiers in hospital, and troops whose terms expire prior to May 31, 1865.

WAR DEPARTMENT, ADJUTANT GENERAL'S OFFICE,
Washington, May 29, 1865.

Telegram to chief mustering officers.

By direction of the Secretary of War, all recruits—drafted, substitutes, and volunteers—for old regiments, remaining in rendezvous, will be *immediately* mustered out and honorably discharged the service, under your direction.

So soon as mustered out, report them to pay department for payment.

Arrange with rendezvous commanders accordingly.

Please acknowledge this by telegram, and inform me of the number to be discharged.

THOMAS M. VINCENT,
Assistant Adjutant General.

WAR DEPARTMENT, ADJUTANT GENERAL'S OFFICE,
Washington, May 3, 1865.

Telegram to chief mustering officers.

Deserters who have reported, or who may yet report, under the President's proclamation, promulgated in General Orders No. 35, current series, from this office, and not yet forwarded to their proper commands, will be mustered out and discharged the service, with forfeiture of all pay and allowances due at date of desertion, or which may have accrued since.

Arrange with rendezvous commanders accordingly.

Under the foregoing, care must be taken not to discharge any deserters who have been arrested and delivered up.

Please acknowledge this.

By command:

THOMAS M. VINCENT,
Assistant Adjutant General.

WAR DEPARTMENT, ADJUTANT GENERAL'S OFFICE,
Washington, D. C., May 4, 1865.

Telegram to all department commanders and chief mustering officers.

All soldiers, patients in hospitals, (except veteran volunteers, veterans of the 1st army corps, Major General Hancock's, and soldiers of the regular army,) will, as soon as they shall cease to require medical treatment, be at once mustered out of service in the usual manner. Should the commissary of musters and his assistants be insufficient to perform this duty promptly, you are authorized to appoint such additional assistants as you may consider necessary, and to avail yourself of such mustering officers within the geographical limits of your command as, in the judgment of the chief mustering officer, can be spared from their present duties.

The commissary of musters must take especial pains to see that the commanding officers of the regiments, and chief mustering officers of the States to which the soldiers belong, are each furnished with a copy of the muster-out roll. An extra copy may be made for this purpose, if necessary.

Soldiers whose claims for pensions are entitled to consideration should be discharged on the usual surgeon's certificate of disability.

Soldiers absent on furlough from hospitals will be notified by the surgeon in charge to report to the nearest chief mustering officer for muster-out, and required to acknowledge the receipt of the notification. As soon as their acknowledgment of the notification is received, their descriptive lists will be sent to the chief mustering officer to whom they report. Should they return before receiving such notifications, they will be mustered out as others.

A copy of the muster-out roll of all men will be furnished to the adjutants general of the States to which the regiments belong.

It is expected that department commanders will use every exertion to have this duty performed promptly and correctly.

Acknowledge receipt.

By order of the Secretary of War:

W. A. NICHOLS,
Assistant Adjutant General.

WAR DEPARTMENT, ADJUTANT GENERAL'S OFFICE,
Washington, May 9, 1865.

Circular to all army and department commanders.

Upon receipt hereof, you are authorized to cause the immediate muster-out and discharge from service of all officers and soldiers of your commands whose terms of service will expire prior to May 31, 1865.

In discharging the said troops, the following will be observed:

1. The musters-out will be made, in accordance with existing regulations, by the commissaries of musters of divisions, under the directions of commissaries of musters of corps or departments.

2. Army and department commanders will forthwith ascertain the number of men within their respective commands to be discharged, and report the same *direct* to the Paymaster General of the army, forwarding a duplicate report to the Adjutant General. Said report must specify the number for each regiment, or company, if an independent one.

3. The Paymaster General will arrange to make immediate payment to the men discharged, said payments to be made in the armies or departments in which the men may be serving at date of muster-out.

By order of the Secretary of War:

E. D. TOWNSEND,
Assistant Adjutant General.

E. D. TOWNSEND,
Assistant Adjutant General

[Circular No. 26.]

WAR DEPARTMENT, ADJUTANT GENERAL'S OFFICE,
Washington, June 17, 1865.

Orders and instructions relative to the muster-out and discharge of certain volunteer troops, viz: White troops (except veteran reserve corps) whose terms expire prior to October 1, 1865; artillery in the armies of the Potomac, (including 9th corps,) Tennessee, and Georgia; dismounted cavalry in all armies and departments; all cavalry in the department of the East, and certain infantry in the Northern department and department of the East.

[Telegram.]

WAR DEPARTMENT, ADJUTANT GENERAL'S OFFICE,
Washington, May 17, 1865.

Major General GEORGE G. MEADE,
Commanding Army of the Potomac:

The Secretary of War directs that all volunteer organizations of white troops in your command, whose terms of service expire between this date and September thirtieth (30th) next, inclusive, be immediately mustered out of service.

The musters-out will be made with existing regimental and company organizations, and under the regulations promulgated in General Orders number ninety-four, (94,) of the fifteenth (15th) instant, from this office.

All men in the aforesaid organizations whose terms of service expire subsequent to October first, (1st,) 1865, will be transferred to other organizations from the same State; to veteran regiments when practicable, and, when not practicable, to regiments having the longest time to serve.

It is proper to add that this order will discharge as follows:

First, (1st.) The three (3) year regiments that were mustered into service under the call of July second, (2d.) eighteen sixty-two, (1862,) and prior to October first (1st) of that year.

Second, (2d.) Three (3) year recruits mustered into service for old regiments between the same dates.

Third, (3d.) One (1) year men for new and old organizations, who entered the service between May seventeenth (17th) and October first, (1st,) eighteen sixty-four, (1864.)

Please acknowledge receipt of this.

THOMAS M. VINCENT,
Assistant Adjutant General.

NOTE.—Orders and instructions, as in the foregoing, were applied to the army of the Tennessee and army of Georgia, under the command of Major General Sherman, June 18, 1865.

[Telegram.]

WAR DEPARTMENT, ADJUTANT GENERAL'S OFFICE,
Washington, May 18, 1865.

Major General GEORGE G. MEADE,
Commanding Army of the Potomac:

In connexion with the telegram order of yesterday, relative to the discharge of troops whose terms expire prior to October first, (1st,) and referring to paragraph four, (4,) General Orders ninety-four, (94,) current series, I am directed to say that it is of importance that the muster-out rolls should be ready in the shortest time possible.

Extra clerks should be detailed to assist the commissaries of musters and their assistants.

In the absence of rooms for use as offices, hospital and wall tents should be provided for the use of mustering officers in making out the necessary papers. All other proper facilities at command should also be afforded.

The attention of corps, division, and brigade commanders should be particularly directed to what is required of them under paragraph four, (4,) General Orders ninety-four, (94.)

Assistant inspectors general should be directed to frequently visit regiments and companies, to see *in person* if the data for the rolls and other papers are promptly and accurately furnished by regimental and company officers, conferring with the commissaries of musters and their assistants with the view of correcting at once any delinquencies they may find to exist.

THOMAS M. VINCENT,
Assistant Adjutant General.

NOTE.—The foregoing instructions were applied to the army of the Tennessee and army of Georgia, May 18, 1865; and to other armies and departments, except department of the East, Northern department, departments of the Pacific and New Mexico, June 2, 1865.

WAR DEPARTMENT, ADJUTANT GENERAL'S OFFICE,
Washington, May 29, 1865.

Telegram to commanding generals of all armies and departments, except armies of the Potomac, Tennessee, and Georgia, and departments of the East, Pacific, New Mexico, and Northern department.

The Secretary of War directs that all volunteer organizations of white troops in your command, whose terms of service expire between this date and September thirtieth (30th) next, inclusive, be immediately mustered out of service.

The musters-out will be made with existing regimental and company organizations, and under the regulations promulgated in General Orders number ninety-four, (94,) of the fifteenth (15th) instant, from this office.

All men in the aforesaid organizations whose terms of service expire subsequent to October first, (1st,) will be transferred to other organizations from the same State; to veteran regiments when practicable, and, when not practicable, to regiments having the longest time to serve.

It is proper to add that this order will discharge as follows:

First, (1st.) The three (3) year regiments that were mustered into service under the call of July second, (2d,) eighteen sixty-two, (1862,) and prior to October first (1st) of that year.

Second, (2d.) Three-year recruits mustered into service for old regiments between the same dates.

Third, (3d.) One (1) year men for new and old organizations who entered the service prior to October first, (1st,) eighteen sixty-four, (1864.)

Should your command be reduced, prejudicially to the service, by this order, you are authorized to suspend it in whole or in part, promptly notifying the Adjutant General of the army, with a view to receiving further instructions.

Please acknowledge receipt of this.

THOMAS M. VINCENT,
Assistant Adjutant General.

[Telegram.]

WAR DEPARTMENT, ADJUTANT GENERAL'S OFFICE,
Washington, May 29, 1865.

To Major General GEORGE G. MEADE,
Commanding Army of the Potomac, and
Major General JOHN G. PARKE,
Commanding 9th Army Corps:

Circular to commanding generals armies of Georgia and Tennessee, through headquarters military division of Mississippi.

The Secretary of War directs that all the volunteer artillery of your command (army) be immediately mustered out and discharged.

For this arm of the service, General Orders number ninety-four, (94,) current series, from this office, is so modified as to allow said troops to be sent to their respective States, there to be mustered out under the direction of the chief mustering officer of the State.

Prior to their departure all public property will be turned over to the proper officers of the supply departments concerned for the command with which they may be serving.

The troops should be placed *en route* with the least practicable delay, and forwarded to the respective rendezvous in their States at or nearest which they were mustered in.

Please acknowledge receipt of this.

THOMAS M. VINCENT,
Assistant Adjutant General.

WAR DEPARTMENT, ADJUTANT GENERAL'S OFFICE,
Washington, June 5, 1865.

Telegram to commanding generals of all armies and departments, excepting departments East and Northern.

The Secretary of War directs that all dismounted volunteer cavalry of your command be immediately discharged the service.

The musters-out will be made by commissaries of musters and their assistants, and the troops afterwards forwarded to their respective States for payment.

The general principles of General Orders number ninety-four, (94,) current series, from this office, will be applied in executing this order.

Please acknowledge receipt of this by telegram, and report the number of men to be discharged.

THOMAS M. VINCENT,
Assistant Adjutant General.

MEMORANDA.

1. See General Orders No. 105, of June 2, for the discharge of certain batteries of artillery.

2. Telegram from this office, of June 5, 1865, to Major General Dix, commanding department of the East, directed all volunteer cavalry in that department to be discharged; organizations to be sent to their respective States for muster-out under the direction of the chief mustering officers thereof.

3. Telegram from this office, of June 5, 1865, to Major General Dix, commanding department of the East, and Major General Hooker, commanding Northern department, directed all volunteer infantry (except veteran reserve corps) in said departments, whose services were no longer required, to be discharged; organizations to be sent to their respective States for muster-out under the direction of the chief mustering officers thereof.

4. Telegram from this office, of June 16, 1865, to Major General McDowell, commanding department of the Pacific, directed all volunteer troops in that department, whose terms expire prior to October 1, 1865, to be immediately discharged. Should the order reduce the command prejudicially to the service, authority was given to suspend it, *in whole* or in part, until the receipt of further orders through the Adjutant General of the army.

E. D. TOWNSEND,
Assistant Adjutant General.

[Circular No. 28.]

WAR DEPARTMENT, ADJUTANT GENERAL'S OFFICE,
Washington, June 28, 1865.

Orders and instructions relative to the muster-out of volunteer troops, viz: Certain veteran regiments in the armies of the Potomac, Tennessee, and middle military division, and certain infantry, cavalry, and artillery, in various armies and departments.

[Telegram.]

I.—VETERAN REGIMENTS.

WAR DEPARTMENT, ADJUTANT GENERAL'S OFFICE,
Washington, June 22, 1865.

Commanding General, Army of the Potomac:

The Secretary of War directs that the effective *infantry* force *present*, of the army of the Potomac, be reduced, by the discharge of eighteen thousand (18,000) men.

The musters out will be by entire organizations, of *veteran regiments*, to be selected from

those having the shortest time to serve, including all recruits, and additions thereto from other sources; also, absentees belonging to them. The absentees to be an additional reduction to the effective force.

The musters out and discharges will be made under the regulations promulgated in General Orders No. 94, current series, from this office.

Please forward to this office, without delay, a list of the regiments you may select under this order, giving therein, for each, the strength, present and absent, respectively.

Acknowledge receipt of this.

THOMAS M. VINCENT,
Assistant Adjutant General.

NOTE.—Similar orders sent June 22 to the commanding general, army of the Tennessee, for the discharge of 15,000 men from that army, and to the commanding general, middle military division, for the discharge of 7,000 from that division.

II.—REGIMENTS OF CAVALRY, ARTILLERY, AND INFANTRY (WHOSE SERVICES ARE NO LONGER REQUIRED) ORDERED MUSTERED OUT OF SERVICE UNDER SPECIAL INSTRUCTIONS, OF DATES SET OPPOSITE THE ORGANIZATIONS, RESPECTIVELY.

Connecticut.—1st battery, May 29, 1865.

Illinois.—82d infantry, June 12, 1865.

Indiana.—101st infantry, June 12, 1865; 91st infantry, June 15, 1865.

Maine.—3 unassigned companies infantry, June 16, 1865; 3 companies coast guard, June 16, 1865.

Maryland.—1st Potomac home brigade, infantry, May 29, 1865; 2d Potomac home brigade, infantry, May 29, 1865; 3d Potomac home brigade, infantry, May 29, 1865; 1st Potomac home brigade, cavalry, June 23, 1865.

Massachusetts.—1st cavalry, June 17, 1865.

Michigan.—26th infantry, June 2, 1865.

Missouri.—48th infantry, June 13, 1865; Missouri State militia, (about 2,200, authorized under General Orders No. 96, Adjutant General's Office, 1861,) June 23, 1861.

New Jersey.—39th infantry, June 5, 1865.

New York.—150th infantry, May 29, 1865; batteries A, K, and F, 1st artillery, June 5, 1865; 1st engineers, June 5, 1865; 15th engineers, June 5, 1865; 50th engineers, June 5, 1865; 2d cavalry, (Harris light,) June 17, 1865; 8th cavalry, June 17, 1865; 19th cavalry, (1st dragoons,) June 17, 1865; 1st cavalry, (Lincoln,) June 18, 1865; 25th cavalry, June 20, 1865; 151st infantry, (battalion,) June 22, 1865.

Ohio.—110th infantry, June 16, 1865; 118th infantry, June 16, 1865; 122d infantry, June 16, 1865; 126th infantry, June 16, 1865; 1st heavy artillery, June 25, 1865.

Pennsylvania.—150th infantry, June 10, 1865; 201st infantry, June 15, 1865; independent battery G, June 7, 1865.

Tennessee.—8th infantry, June 22, 1865.

West Virginia.—1st cavalry, June 17, 1865; 2d cavalry, June 17, 1865; 3d cavalry, June 17, 1865; 6th infantry, May 13, 1865; company A, 1st Virginia (exempts) infantry, May 8, 1865; 14th infantry, June 23, 1865; 17th infantry, June 23, 1865.

United States volunteers.—1st infantry, June 2, 1865; 2d infantry, June 2, 1865; 3d infantry, June 2, 1865; 4th infantry, June 2, 1865; 5th infantry, June 2, 1865; 6th infantry, June 2, 1865.

MEMORANDA.—June 23, 1865.—The order of June 5, relative to dismounted volunteer cavalry, (see Circular No. 26, current series,) was revoked for the middle military division and Major General Sheridan's command, and instead it was ordered: That a limited number of cavalry regiments, having the shortest time to serve, be dismounted, and mustered out by entire organizations, (under General Orders No. 94, current series, from this office,) and the horses thus obtained taken to mount the dismounted cavalymen of regiments having the longest terms to serve. The number of regiments to be dismounted to be determined by the number of dismounted men of the long-termed organizations.

A like revocation was also ordered for other armies and departments, provided the said order of June 5 had not been executed.

E. D. TOWNSEND,
Assistant Adjutant General.

[Circular No. 30.]

WAR DEPARTMENT, ADJUTANT GENERAL'S OFFICE,

Washington, July 1, 1865.

Orders and instructions relative to the muster-out of volunteer white troops, viz: Surplus troops—infantry, cavalry, and artillery—in all departments and armies, exclusive of the department of the Gulf, army of the Tennessee, provisional corps army Potomac, 1st army corps, and command in Texas.

[Telegram and circular.]

I.—SURPLUS TROOPS.

WAR DEPARTMENT, ADJUTANT GENERAL'S OFFICE,

Washington, June 30, 1865.

To commanding generals of all armies and departments, except the department of the Gulf, army of the Tennessee, provisional corps army Potomac, 1st army corps, and troops in Texas:

The Secretary of War directs that the strength of your command be immediately reduced, for all arms, to the minimum necessary to meet the requirements of the service, and all surplus troops mustered out.

The musters out will be by *entire organizations*, including all additions thereto by recruits and from other sources. In selecting the organizations for discharge, preference will be given to *veteran regiments* having the shortest time to serve.

The musters-out and discharges, *except for artillery*, will be made under the regulations promulgated in General Orders No. 94, current series, from this office. Troops of the artillery arm will be forwarded to the designated State rendezvous in the respective States, (see Circular No. 19, current series, from this office,) there to be mustered out under the direction of the chief mustering officer for the State.

Please forward to this office, without delay, a list of the regiments, batteries, and independent companies you may select for discharge under this order, giving therein for each the strength, present and absent, respectively.

So soon as the list is completed, inform me by telegram of the number present and absent for the respective States.

Acknowledge receipt of this.

THOMAS M. VINCENT,

Assistant Adjutant General.

NOTE.—For the departments of the East, Pennsylvania, Northwest, New Mexico, Pacific, and Northern department, the foregoing stands modified so as to send all the organizations selected for discharge to their respective States, there to be mustered out under the direction of the chief mustering officer for the State.

II.—REGIMENTS OF CAVALRY AND INFANTRY (WHOSE SERVICES ARE NO LONGER NEEDED) ORDERED MUSTERED OUT OF SERVICE UNDER SPECIAL INSTRUCTIONS, OF DATES SET OPPOSITE THE ORGANIZATIONS RESPECTIVELY.

Minnesota.—8th infantry, June 30, 1865.

New Hampshire.—1st cavalry, July 1, 1865.

New York.—1st "provisional" cavalry, July 1, 1865; 9th cavalry, July 1, 1865.

Pennsylvania.—215th infantry, June 30, 1865; 1st "provisional" cavalry, July 1, 1865.

E. D. TOWNSEND,

Assistant Adjutant General.

[Circular No. 31.]

WAR DEPARTMENT, ADJUTANT GENERAL'S OFFICE,

Washington, July 8, 1865.

Orders and instructions relative to the muster-out of certain volunteer white troops, viz: Veterans in the army of the Tennessee, and provisional corps, army of the Potomac, and, thereafter, all remaining volunteers in the said commands.

WAR DEPARTMENT, ADJUTANT GENERAL'S OFFICE,

Washington, July 1, 1865.

Major General JOHN A. LOGAN, U. S. Volunteers,

Commanding Army of the Tennessee, Louisville, Kentucky:

The Secretary of War directs that the *remaining veteran regiments* of your command be mustered out, under the same conditions and regulations as the fifteen thousand (15,000) men ordered discharged by the telegraphic instructions from this office of the twenty-second (22d) instant. (See Circular No. 28, current series.)

Please acknowledge receipt of this, and forward, without delay, a list of the additional regiments, giving therein, for each, the strength, present and absent, respectively.

THOMAS M. VINCENT,
Assistant Adjutant General.

[Circular.]

WAR DEPARTMENT, ADJUTANT GENERAL'S OFFICE,
Washington, July 1, 1865.

Major General G. H. WRIGHT,
Commanding Provisional Corps, Army of the Potomac:

The Secretary of War directs that *all veteran regiments* of your command be mustered out of service.

The muster-out will be by entire organizations, including all additions, by recruits and from other sources.

The musters-out, discharges, and payments will be made under the regulations promulgated in General Orders No. 94, current series, from this office.

Please acknowledge receipt of this, and forward, without delay, a list of the regiments, giving therein, for each, the strength, present and absent, respectively.

THOMAS M. VINCENT,
Assistant Adjutant General.

[Telegram.]

HEADQUARTERS ARMIES OF THE UNITED STATES,
Washington, July 6, 1865.

Major General LOGAN, *Louisville, Kentucky:*

Under the last order you may muster out of service all that remains of the army of the Tennessee remaining under your command.

U. S. GRANT, *Lieutenant General.*

WAR DEPARTMENT, ADJUTANT GENERAL'S OFFICE,
Washington, July 7, 1865.

Major General JOHN A. LOGAN,
Commanding Army of the Tennessee, Louisville, Kentucky:

In discharging *the remainder of your army*, as directed by telegraphic orders of yesterday, from Lieutenant General Grant, the musters-out, discharges, and payments will be made under the regulations promulgated in General Orders No. 94, current series, from this office.

Please forward to this office, without delay, a list of the regiments and independent companies to be discharged under the order, giving therein, for each, the strength, present and absent, respectively.

So soon as the list is completed inform me, by telegraph, of the number, present and absent, for the respective States.

Please acknowledge receipt of this.

By order of the Secretary of War:

THOMAS M. VINCENT,
Assistant Adjutant General.

WAR DEPARTMENT, ADJUTANT GENERAL'S OFFICE,
Washington, July 7, 1865.

Major General H. G. WRIGHT, U. S. Volunteers,
Commanding Provisional Corps:

GENERAL: The Secretary of War directs that *all the remaining volunteer troops* of your command be mustered out of service.

The musters-out, discharges, and payments will be made under the regulations promulgated in General Orders No. 94, current series, from this office.

Please acknowledge the receipt of this, and forward, without delay, a list of the organizations, giving therein, for each, the strength, present and absent, respectively.

I have the honor to be, very respectfully, your obedient servant,

THOMAS M. VINCENT,
Assistant Adjutant General.

MEMORANDA.—See General Orders No. 116, of June 17, for the discharge of certain enlisted men of the Veteran Reserve Corps.

E. D. TOWNSEND,
Assistant Adjutant General.

[Circular No. 35.]

WAR DEPARTMENT, ADJUTANT GENERAL'S OFFICE,
Washington, July 22, 1865.

Orders and instructions relative to the muster-out of certain volunteer cavalry in the department of Virginia, department of North Carolina, and Middle department; also, certain volunteer infantry and artillery in other departments.

[Telegram.]

I.—CAVALRY.

WAR DEPARTMENT, ADJUTANT GENERAL'S OFFICE,
Washington, July 21, 1865.Major General A. H. TERRY, U. S. Volunteers,
Commanding Department of Virginia, Richmond, Va.:

The Secretary of War directs that the *volunteer cavalry forces* in your department be reduced to two (2) regiments of maximum strength.

The musters-out of the *surplus* will be by entire regiments, and the said musters, discharges and payments made under the regulations promulgated in General Orders No. 94, current series, from this office.

Please forward to this office, without delay, a list of the regiments you may select for discharge under this order, giving therein, for each, the strength, present and absent, respectively.

THOMAS M. VINCENT,
Assistant Adjutant General.

NOTE.—Similar orders sent to the commanding general, department of North Carolina, to reduce the cavalry in that department to one (1) regiment, and to the commanding general, Middle department, to reduce the cavalry in West Virginia to one (1) regiment.

II.—INFANTRY AND ARTILLERY (WHOSE SERVICES ARE NO LONGER NEEDED) ORDERED MUSTERED OUT UNDER SPECIAL INSTRUCTIONS, OF DATES SET OPPOSITE THE ORGANIZATIONS RESPECTIVELY.

Pennsylvania.—202d infantry, July 20, 1865.*Delaware.*—Ahl's independent battery, July 20, 1865.*Tennessee.*—4th infantry, July 20, 1865.E. D. TOWNSEND,
Assistant Adjutant General.

[Circular No. 39.]

WAR DEPARTMENT, ADJUTANT GENERAL'S OFFICE,
Washington, August 2, 1865.

Orders and instructions relative to the muster out of certain volunteer white troops, viz; infantry, cavalry, and artillery, in the department of Texas, and artillery and cavalry in other departments.

[Telegram.]

I.—TROOPS IN DEPARTMENT OF TEXAS.

WAR DEPARTMENT, ADJUTANT GENERAL'S OFFICE,
Washington, August 1, 1865.Major General P. H. SHERIDAN, U. S. A.,
Commanding Military division of the Gulf, New Orleans, La.:

You are authorized, by the Secretary of War, to cause all volunteer white troops—cavalry, infantry, and artillery—serving in the department of Texas, that you think can be dispensed with, to be mustered out of service.

The musters-out will be by entire organizations, including all additions thereto, by recruits and from other sources. In selecting the organizations for discharge, preference should be given to *veteran regiments* having the shortest time to serve.

The musters-out, discharges, and payments will be made under the regulations promulgated in General Orders No. 94, current series, from this office, *except that officers and men who desire to receive their discharges and payments at the rendezvous where mustered out will be permitted to do so.*

Please forward to this office, without delay, a list of the regiments and independent companies you may select for discharge under this order, giving therein, for each, the strength, present and absent, respectively. So soon as the list is completed, inform me, *by telegraph*, of the number, present and absent, for the respective States.

Separate lists of those who may desire to receive their discharges and payments at the rendezvous for muster-out should be placed in the hands of the chief paymaster, so that he can, at once, make arrangements for payments.

Acknowledge receipt of this.

THOMAS M. VINCENT,
Assistant Adjutant General.

II.—CAVALRY AND ARTILLERY (WHOSE SERVICES ARE NO LONGER NEEDED) ORDERED MUSTERED OUT UNDER SPECIAL INSTRUCTIONS, OF DATES SET OPPOSITE THE ORGANIZATIONS RESPECTIVELY.

New York.—7th artillery, (battalion,) July 24, 1865; 2d provisional cavalry, July 23, 1865.
Pennsylvania.—2d provisional cavalry, July 23, 1865; 187th infantry, July 24, 1865.

E. D. TOWNSEND,
Assistant Adjutant General.

[Circular No. 41.]

WAR DEPARTMENT, ADJUTANT GENERAL'S OFFICE,
Washington, August 15, 1865.

Orders and instructions relative to the muster-out of certain volunteer white troops, viz: infantry and heavy artillery in the Middle department, and departments of Washington, Virginia, North Carolina, Kentucky and Mississippi; also, certain infantry, cavalry and artillery in various armies and departments.

[Telegram.]

I.—INFANTRY AND HEAVY ARTILLERY IN MIDDLE AND OTHER DEPARTMENTS.

WAR DEPARTMENT, ADJUTANT GENERAL'S OFFICE,
Washington, August 14, 1865.

Major General A. H. TERRY, U. S. Volunteers,
Commanding Department of Virginia, Richmond, Va.:

The Secretary of War directs that the volunteer white troops—infantry and heavy artillery—in your department be reduced immediately, by the discharge of five thousand (5,000) men.

The musters-out will be by entire organizations, including all additions thereto by recruits and from other sources. Organizations having the shortest time to serve will be selected for discharge.

The musters-out, discharges, and payments will be made under the regulations promulgated in General Orders No. 94, current series, from this office.

Please forward to this office, without delay, a list of the regiments and independent companies you may select for discharge under this order, giving therein, for each, the strength, present and absent, respectively.

So soon as the list is completed, inform me, by telegraph, of the number, present and absent, for the respective States.

Acknowledge receipt of this.

THOMAS M. VINCENT,
Assistant Adjutant General.

NOTE. Similar orders, dated August 14, were sent the commanding generals of the following departments for the discharge of the number of men set opposite them respectively, viz:

Middle.....	6,000	North Carolina.....	8,000
Washington.....	8,000	Mississippi.....	2,000
Kentucky.....	5,000		

II.—REGIMENTS OF INFANTRY, CAVALRY AND ARTILLERY (WHOSE SERVICES ARE NO LONGER REQUIRED) ORDERED MUSTERED OUT OF SERVICE UNDER SPECIAL INSTRUCTIONS, OF DATES SET OPPOSITE THEM, RESPECTIVELY.

New York.—15th heavy artillery, August 8, 1865; 5th infantry, August 9, 1865; 62d infantry, August 14, 1865; 66th infantry, August 14, 1865.

Pennsylvania.—186th infantry, August 8, 1865.

Indiana.—9th cavalry, August 10, 1865; 10th cavalry, August 10, 1865.

MEMORANDA—August 3, 1865.—The order of August 2, (Circular No. 39, current series, Adjutant General's Office,) relative to discharge of troops in the department of Texas, was extended to include the department of Louisiana.

E. D. TOWNSEND,
Assistant Adjutant General.

[Circular No. 44.]

WAR DEPARTMENT, ADJUTANT GENERAL'S OFFICE,
Washington, September 9, 1865.

Orders and instructions relative to the muster-out of certain volunteers, viz: Organizations of colored troops enlisted in northern States, and certain white troops in various armies and departments.

[Telegram.]

I.—ORGANIZATIONS OF COLORED TROOPS ENLISTED IN NORTHERN STATES.

WAR DEPARTMENT, ADJUTANT GENERAL'S OFFICE,
Washington, September 8, 1865.

To the Commanding General, Department of North Carolina, Raleigh, N. C.:

The Secretary of War directs that all organizations of *colored troops* in your department, *which were enlisted in the northern States*, be mustered out of service, *immediately*.

The musters-out will be by entire organizations, including all additions thereto by recruits and from other sources.

The musters-out, discharges, and payments will be made under the regulations promulgated in General Orders No. 94, current series, from this office.

Please forward to this office, without delay, a list of the regiments and independent companies to be discharged under this order, giving therein, for each, the strength, present and absent, respectively.

Acknowledge receipt of this.

THOMAS M. VINCENT,
Assistant Adjutant General.

NOTE.—Orders similar to the foregoing, dated September 8, were sent to the commanding generals of the departments of Virginia, Florida, Texas, Louisiana, and Arkansas.

II.—WHITE TROOPS IN VARIOUS DEPARTMENTS—SERVICES NO LONGER REQUIRED.

[Memoranda.]

1. *August 21, 1865.*—Major General Reynolds, commanding department of Arkansas, was directed to muster out 3,000 additional troops of his command.

2. *August 24, 1865.*—Major General Hooker, commanding the department of the East, was directed to cause the two remaining "*independent companies, Maine Coast Guards*," to be mustered out.

3. *September 1, 1865.*—Major General Hooker was directed to relieve from duty, for muster-out, companies "A" and "B," New Hampshire heavy artillery, and company "D," 1st battalion Massachusetts heavy artillery.

4. *September 8, 1865.*—Major General Augur, commanding department of Washington, was ordered to reduce the volunteer force in his command to 6,000 commissioned officers and enlisted men, of all arms.

E. D. TOWNSEND,
Assistant Adjutant General.

[Circular No. 46.]

WAR DEPARTMENT, ADJUTANT GENERAL'S OFFICE,
Washington, October 20, 1865.

Orders and instructions relative to the muster out of volunteer troops, viz: All cavalry (white) east of the Mississippi, and certain volunteers in various armies and departments

I.—CAVALRY EAST OF THE MISSISSIPPI.

Under paragraph 5, General Orders No. 144, Adjutant General's Office, October 9, 1865, the following regiments of volunteer cavalry—all of that arm remaining in service east of the Mississippi river—were ordered mustered out.—(*Telegram to department commanders from Adjutant General's office, dated October 16, 1865.*)

Alabama.—1st, (10 companies.)

Florida.—1st and 2d.

Illinois.—6th, 7th, and 9th.

Indiana.—13th.

Massachusetts.—4th.
Missouri.—4th.
Michigan.—10th.
New York.—2d veteran and 4th provisional.
New Jersey.—2d.
Ohio.—5th and 12th.
Pennsylvania.—3d provisional.
Rhode Island.—3d.
District of Columbia.—1st, (squadron.)

II.—TROOPS IN VARIOUS ARMIES AND DEPARTMENTS—SERVICES NO LONGER REQUIRED.

[Memoranda.]

1. *October 9, 1865.*—Major General Halleck, commanding military division of the Pacific, was directed to muster out all volunteers on the Pacific coast, as many as possible immediately, the remainder on the arrival of the last battalion of the 14th U. S. infantry.

2. *October 10, 1865.*—Major General Pope, commanding the department of the Missouri, was directed to order all California volunteers in New Mexico to their State at once, for muster-out. Also, to relieve, as soon as possible, all New Mexican volunteers, one regiment thereof to be mustered out immediately; the remainder on the arrival of certain regular troops.

3. Regiments of cavalry, infantry, and artillery, ordered mustered out under special instructions of date set opposite the organizations respectively.

Ohio.—Infantry.—18th, September 29, 1865.

Pennsylvania.—Artillery.—3d heavy, October 9, 1865, (General Orders 144.)

New York.—Infantry.—161st, (battalion,) October 9, 1865, (General Orders 144.)

Kentucky. (*U. S. colored troops.*)—Infantry.—123d, 124th, and 135th, October 2, 1865. Artillery.—12th heavy, (13th heavy since substituted,) October 2, 1865.

E. D. TOWNSEND,

Assistant Adjutant General.

REPORT OF THE PROVOST MARSHAL GENERAL.

WAR DEPARTMENT, PROVOST MARSHAL GENERAL'S BUREAU,

Washington, D. C., November 8, 1865.

SIR: I have the honor to submit my annual report of the operations of the bureau of the Provost Marshal General of the United States for the year ending November 1, 1865.

On the 1st day of November, 1864, the date to which my last annual report was brought up, the business of recruiting, and the draft under the call of July 18, 1864, was in progress.

The number called for was.....	500,000
Reduced by credits on former calls.....	265,673

To be obtained.....	234,327
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The whole number of voluntary enlistments under that call was 188,172—

Viz: Volunteers, (white).....	146,392
Volunteers, (colored).....	15,961
Regulars.....	6,339
Seamen.....	17,606
Marine corps.....	1,874
Total.....	188,172

The whole number of drafted men and substitutes obtained under that call was 54,707—

Viz: Number held to personal service.....	26,205
Number of substitutes for drafted men.....	28,502
Number of substitutes for enrolled men.....	29,584

Total.....	84,291
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Whole number obtained under the July call.....	272,463
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On the 19th of December, 1864, a call was made for three hundred thousand (300,000) men.

Under this call the whole number of voluntary enlistments was 157,058—

Viz: Volunteers.....	130,620
Volunteers, (colored).....	10,055
Regulars.....	6,958
Seamen.....	9,106
Marine corps.....	319

Total.....	157,058
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The whole number of drafted men and substitutes under that call was 24,580—

Viz: Number held to personal service.....	12,566
Number of substitutes for drafted men.....	12,014
Number of substitutes for enrolled men.....	12,997

Total.....	37,577
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Whole number raised under December call.....	194,635
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The suspension of active military operations occurred while the business of the draft under this call was in progress, and orders were issued on the 13th of April, 1865, to discontinue the business of recruiting and drafting, and on the next day all drafted men who had not been forwarded to general rendezvous were ordered to be discharged, and soon after, all who had not been forwarded to the field were discharged by order from the Adjutant General.

The aggregate quotas charged against the several States under all calls made by the President of the United States, from the 15th day of April, 1861, up to the 14th day of April, 1865, at which time drafting and recruiting ceased, by order of the Secretary of War, were..... 2,759,049

The terms of service varying from three months to three years, as shown in detail by the books of the Provost Marshal General's Office.

The aggregate number of men credited on the several calls and put into service of the United States, in the army, navy, and marine corps, during the above period, was..... 2,656,553

Leaving a deficiency on all calls when the war closed of.....	102,496
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Which would have been obtained in full, in fact in excess, if recruiting and drafting had not been discontinued.

This number does not embrace the "emergency men" put into service during the summer of 1863 by the States of New York, New Jersey and Pennsylvania, nor those furnished by the States of Ohio, Indiana and Illinois during the "Morgan raid," amounting in all to over one hundred and twenty thousand (120,000) men who served periods of about two or three weeks.

In estimating the number of troops called into service, it has been the rule of the department to take into account the whole number of men mustered, without regard to the fact that the same persons may have been previously discharged, after having been accepted and credited on previous calls.

Under the different calls, volunteers have been accepted for various terms of service, viz: three, six, and nine months, and one, two, and three years, respectively, and a large number of persons, who had served under one call, have subsequently enlisted under another. Thus, a portion of those who enlisted under the call in April, 1861, for 75,000 three-months men, again enlisted under succeeding call in July following for three years; others re-entered the service for nine months, or for one or two years, and at the expiration of these periods again re-enlisted for three years, and the entire "veteran volunteer" force consisted of those who, having served two years, re-enlisted for three years.

It will be observed, therefore, that a large portion of the number counted in filling calls has been furnished, first, by the re-enlistment of those in service, and second, by those who have re-entered the service after discharge from a former enlistment under which they had been credited; that is, the different calls were filled by crediting each accepted *enlistment*, instead of limiting the credit to the actual number of *persons* who entered the service anew, and hence to determine the number of men actually entering the service for the first time under the different calls, the number credited should be reduced in the same ratio that the enlistments of the same persons have been repeated.

The extent of this reduction cannot be calculated at this time, or even estimated with sufficient accuracy to be useful.

It follows, therefore, that on account of a necessary repetition of credits, incident to enlistments, the tax upon the military basis of the country has been less than would appear by considering simply the number of men embraced in the different calls for troops, or the number of *credits* allowed upon these calls.

COMMUTATION MONEY.

The amount of commutation money received from November 1, 1864, to November 1, 1865, was:

On account of "draft and substitute fund"	\$317, 130 00
On account of sick and wounded soldiers (from non-combatants, under section 17 of the act of February 24, 1864) ..	340, 987 53

Total	658, 117 53
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The total amount of draft and substitute fund received under the act approved March 3, 1863, is	\$25, 902, 029 25
The total amount expended	16, 387, 135 80

Balance remaining in treasury to credit of this fund	9, 514, 893 45
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There are just claims still outstanding which have to be met from this fund.

VETERAN RESERVE CORPS.

The regiments of the veteran reserve corps have been performing the same duty during the past year as those specified in my last annual report, viz:

Performing garrison duty in Washington and its defensive works ; at the various depots for recruits and drafted men, at the Provost Marshal's rendezvous, escorting recruits to the field, and more recently performing garrison duty at the several rendezvous for muster out of the volunteer forces.

Since the termination of active operations no transfers have been made to this corps, nor have any officers been appointed.

DESERTERS.

The number of deserters arrested since my last annual report is 18,120, nearly all of whom were arrested prior to April 30.

The discharge of the deputy provost marshals and special officers, the stoppage of payment of rewards, and the reduction of the army, have occasioned the reduction of this branch of the business of this office.

DISBURSEMENTS ON ACCOUNT OF VOLUNTEER RECRUITING SERVICE.

The amount expended from the appropriation for "collecting, drilling and organizing volunteers" from November 1, 1864, to November 1, 1865, was \$1,422,281 73.

The balance of this appropriation remaining in the treasury is \$12,163,386 09, and about half a million dollars still in the hands of the disbursing officers, which is needed to pay outstanding accounts and expenses incurred in mustering out the volunteer forces of the United States.

The amount expended from the appropriation for pay of bounty was \$6,648,302 53. The balance of this appropriation remaining in the treasury is \$11,145,392 24. None of this fund remains in the hands of disbursing officers ; the several amounts left in their possession, when recruiting for the volunteer forces was discontinued, has been covered into the United States treasury.

DISBURSEMENTS ON ACCOUNT OF ENROLMENT AND DRAFT, AND APPREHENSION OF DESERTERS.

Amount disbursed on account of enrolment and draft, from

November 1, 1864, to November 1, 1865, was..... \$3, 175, 744 06

The balance of this "draft and substitute fund" remaining in the treasury is..... 9, 514, 893 45

And about \$250,000 in the hands of disbursing officers, which is needed to pay outstanding accounts and current expenses of the bureau.

Amount disbursed by officers of this bureau from appropriation for incidental expenses of quartermaster's department for apprehension of deserters..... 12, 158 58

RETRENCHMENT OF EXPENDITURES.

At the date of my last annual report, the number of officers and employés of this bureau was 4,716, at a cost per month of \$311,868 60. The number now on duty, and in the employ of the bureau, is 383, at a cost per month of \$35,050 32.

As fast as the exigencies of the service permitted, I have reduced the force employed. The surgeons and commissioners of boards of enrolment in all the districts, 370 in number, have been discharged. The different districts have been consolidated, and but thirty-three provost marshals are now in service, all of whom will be discharged as soon as their services can be dispensed with.

ESTIMATES.

No appropriation of money will be required for the support of this bureau during the next fiscal year.

I have in course of preparation a full report of the operations of this bureau, which will contain much statistical and other valuable information, and which I beg leave to submit when completed.

I have the honor to be, sir, very respectfully, your obedient servant,

JAMES B. FRY,

Provost Marshal General.

Hon. EDWIN M. STANTON,

Secretary of War.

REPORT OF THE QUARTERMASTER GENERAL.

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REPORT.

QUARTERMASTER GENERAL'S OFFICE,
Washington, November 8, 1865.

SIR: I have the honor to submit the annual report of operations of the Quartermaster's department during the fiscal year ending 30th June, 1865.

On the 1st July, 1864, the balance of appropriation in the

treasury undrawn was	\$8, 699, 768 16
Appropriation for fiscal year ending 30th June, 1865....	199, 250, 000 00
Deficiency bill, March 2, 1865.....	83, 181, 137 00
Appropriation for fiscal year ending 30th June, 1866....	168, 500, 000 00
Total.....	459, 630, 905 16
Requisitions on treasury in fiscal year ending 30th June, 1865.....	431, 706, 057 44
Balance remaining 30th June, 1865.....	27, 924, 847 72

A financial statement in detail will be found in a table at the end of this report.

This department is charged with the duty of providing means of transportation by land and water for all the troops and for all the material of war. It furnishes the horses for artillery and cavalry, and the horses and mules of the wagon trains; provides and supplies tents, camp and garrison equipage, forage, lumber, and all materials for camps and for shelter of the troops. It builds barracks, hospitals, and storehouses, provides wagons and ambulances, harness, except for cavalry and artillery horses; builds or chartered ships and steamers, docks and wharves, constructs and repairs roads, railroads and their bridges, clothes the army, and is charged generally with the payment of all expenses attending military operations not assigned by law or regulation to some other department.

While the Ordnance department procures and issues arms and ammunition, and the Subsistence department supplies provisions, and the Medical department medical and hospital stores, the Quartermaster's department is called upon to transport the stores of all these departments from the depots to the camps, upon the march and to the battle-field, where they are finally issued to the troops.

These duties have been efficiently performed during the year.

In the last, as in former years of the war, under the energetic and liberal administration of the War Department, the wants of the troops have been regularly supplied, their comfort, health, and efficiency have been amply and regularly provided for. The army itself does justice to the wise and enlarged administration which has enabled it to move successfully in a field of warfare constantly widening.

Atlanta, the key of the rebel defence, was secured after a campaign involving a line of operations of 300 miles in length, maintained for months through a hostile country so effectually as to enable an army of 90,000 men, with over 40,000 animals, to subsist not only while advancing, but what is much more difficult, while laying siege for weeks to that advanced position.

The enemy's army driven from Atlanta, but still formidable in numbers and in courage, threw itself upon this long line of operations—two slender rods of iron, crossing wide rivers, winding through mountain gorges, plunging under the mountain ranges, and everywhere exposed to the raids of an enterprising enemy, favored by the thick forests which bordered the railroad throughout nearly its whole extent.

The guards of the posts upon the line of communication did their duty, and

the railroad construction corps of this department, thoroughly organized, strong in numbers, in skill and in discipline, repaired broken bridges and railroads. New engines from the workshops of the north replaced those which torpedoes or broken rails threw from the track. Trains loaded with timber, with iron, with water and fuel for the engines, preceded the trains of subsistence and ammunition, and scarce was the communication broken before it was re-established.

The conquering army followed the desperate garrison of Atlanta, and drove him off the lines of communication. The railroad was worked night and day to its full capacity; supplies for a new campaign for an army of 90,000 men were poured into Atlanta. All surplus stores, all sick and all enfeebled men were sent by railroad to the rear, and the army of General Sherman with its 3,000 wagons, full loaded with every material of war, accompanied by droves of many thousand beef-cattle, re-enforced by the return of those who disabled in the earlier events of the campaign, had been recruited in the hospitals of Nashville, 300 miles to the rear, and forwarded by railroad to resume their places in its ranks, marched out of Atlanta, blew up that depot, destroyed all the railroads which made that city of value in the war, and bent its steps towards the ocean.

In no other country have railroads been brought to perform so important a part in the operations of war. Scarce in any other country could be found the workmen to perform the feats of construction which have illustrated this campaign.

At no time during the march from Chattanooga to Atlanta were the railroad trains five days behind the general commanding.

The reconstruction of the bridges over the Etowah and the Chattahoochie are unparalleled feats of military construction.

The Etowah bridge, six hundred and twenty-five (625) feet long, seventy-five (75) feet high, was burned by the rebels, and was rebuilt by the labor of six hundred (600) men of the construction corps in six (6) days.

The Chattahoochie bridge, six miles from Atlanta, is seven hundred and forty (740) feet long and ninety feet high, and was built in four and a half days by six hundred (600) men of the construction corps.

The army under General Sherman moved southeast from Atlanta; it plunged into the forests and sands of Georgia, and was lost to our view. The rebel army moved into Tennessee, and advanced upon Nashville, to be dashed in pieces against the army of Major General Thomas, and thus perished the last great army of the rebellion in the central south and west, east of the Mississippi.

The rebel press reported defeats, disasters, repulses to the army, with which we had no communication. No anxiety as to their fate oppressed the minds of those who had in the War Department directed the measures and provisions for their equipment for this bold and decisive march. A bare possibility that, by the abandonment of all eastern positions, the rebel army of Virginia might throw itself across Sherman's path, induced the department to order supplies to Pensacola, to relieve any immediate wants should the army be obliged to move southward; but the great work of preparation to meet and refit this army upon the southeastern Atlantic coast was at once commenced and steadily prosecuted. While a few vessels went to Pensacola to await orders, a great fleet of transports was collected at Port Royal, laden with everything that experience indicated as necessary to repair the consumption and the losses of this adventurous march. Clothing, shoes, shelter tents, forage, provisions, spare parts of wagons, wagons complete, harness, leather, wax, thread, needles, and tools for all the trades which are plied on the march and in the camp, were collected in the harbor of Hilton Head.

All this was done in the dead of winter. Light-draught, frail river steamers trusted themselves, under daring Yankee captains and crews, to the storms of the stormiest coast of the world, and all arrived safely at their destination. And here let me pay a tribute to those gallant seamen of the merchant shipping of the nation, who in war entered its transport fleet. No service has been so difficult or so tedious—none so dangerous as to discourage or to daunt them.

No call for volunteers has ever failed to meet a ready response, whether to tempt the shoals and storms of a tempestuous coast, the hidden and mysterious dangers of the dark bayous of the south, strewn with torpedoes by the devilish ingenuity of deserters from our own military and naval service, or to run in frail river steamboats the batteries of the Potomac, the James, and the Pamlico, or the still more formidable works of Vicksburg. Urged by the spirit of adventure, supported by the patriotism of freemen, they have always stood ready, and have cheerfully obeyed every order, incurred every risk.

On the 13th December Fort McAllister fell before the assault of General Sherman's veterans. The transport fleet was ordered at once to the mouths of the Ogeechee and of the Savannah. The city of Savannah was carried within a few days, and a wrecking party, then employed upon the coast of Florida, with all the ingenious equipment which modern science has contrived for submarine operations, was towed by a steamer to the Savannah river and set to work to remove the formidable obstacles to its navigation. These for four years seemed to have employed all the ingenuity and mechanical skill of a people who had torn up the pavements of their commercial streets to supply material to obstruct the channels of their harbor.

In a few days a passage was cleared, and the steamers and vessels of the transport fleet discharged their cargoes at the long disused and dilapidated wharves of Savannah, and sailed for the north richly freighted with captured cotton.

On the 22d January General Sherman again moved northward.

A division of the railroad construction corps had been ordered from the Tennessee to the Savannah to meet him. It had crossed the Alleghanies in mid-winter and was promptly at the rendezvous with men and officers, and all tools, materials, and machinery for rebuilding the railroads of the coast.

It was decided not to operate directly against Charleston, the great stronghold of the rebellion, which had for four years defied our ships and the forces we could spare for its siege. The wiser and more daring plan of marching inland, cutting off its means of supply, capturing the capital, and devastating the agricultural portion of the State, was pursued.

Charleston soon fell, and the construction corps was moved to Morehead City, there to open up the railroad from the harbor of Beaufort, North Carolina, toward Kingston, at which point General Sherman, when I parted from him in January, his army reloaded, reshod, supplied and ready to resume its march, told me to look out for him next.

His chief quartermaster, General Easton, who had accompanied the army in its march from Chattanooga to Savannah, remained on the coast, taking charge of the fleet loaded with supplies. The fleet and supplies were transferred to the harbor of Beaufort; Fort Fisher fell in January, and the Cape Fear river was opened to our transports. The troops which had captured, with the aid of the navy, the defences at the mouth of this river, re-enforced by the 23d army corps, which, in January, was transferred from the Tennessee to the Atlantic, captured Wilmington, and advanced toward Goldsboro'. The two railroads, each ninety-five (95) miles in length, from Wilmington, and from Morehead City to Goldsboro', were repaired by the construction corps. They were stocked with cars and engines, and when the right wing of General Sherman's

army entered Goldsboro' on the 22d March, it met supplies of provisions brought by the railroads from the transport fleet on the coast, and found Goldsboro' occupied by a corps which, on the 15th January, had been encamped on the banks of the Tennessee.

Again was the army supplied with full equipment of clothing, shoes, and of all the various articles of necessity for itself and its trains, worn out in the long march from Savannah, and by the 10th of April, the appointed day, fully equipped, it moved against the enemy at Raleigh.

Upon the surrender of the rebel armies in Virginia and North Carolina, the armies of General Sherman and of Lieutenant General Grant marched for Washington, where they were reviewed by the President and cabinet, after which they went into camp on the heights surrounding the capital, and the preparations for their transfer to other fields of operation, and for their disbandment, were made.

While the coast was the scene of the efforts of the department to support and supply the army of General Sherman, the armies in front of Richmond also required a vast expenditure. These armies were stronger in numbers than General Sherman's. Their equipment for march, as well as for siege, was constantly kept in the highest state of efficiency. The country in which they lay furnished no supplies, and food and forage and all stores were brought by rail and by sea from the north and northwest. The shipments of forage alone to the armies on the James averaged over \$1,000,000 per month throughout the winter.

The tables at the end of this report give information as to the strength of the fleet and the magnitude of the operations involved in the supply from distant ports, of an army over 100,000 in strength, with, at times, over 5,000 wagons to keep in repair, and over 65,000 animals, horses and mules, to be fed.

From the depots in the west, under the general direction of Brevet Major General Robert Allen, senior quartermaster in the Mississippi valley, the wants of the armies on the Tennessee, the Cumberland, the Mississippi, the Missouri, the Arkansas, and the Gulf of Mexico were supplied.

The northwest was the storehouse from which were drawn subsistence, forage, and all other material, which, by steamboats and railroad trains, were distributed to the posts.

Lists of steamers employed on the Atlantic, upon the Gulf, and upon the western rivers are attached to this report.

The transport fleet exceeded a thousand vessels of every variety of construction, impelled by sail or steam. Details of this fleet and its cost will be found in another part of this report.

Great movements of troops continued to be made. The army of General Thomas having dispersed the rebel army in the campaign which culminated in the battle of Nashville, on the 15th and 16th of December, 1864, and the pursuit which followed it, was divided. The 23d corps, under General Schofield, 15,000 strong, was, in January, as hereinafter detailed, transported to the coast of North Carolina, to co-operate with General Sherman, expected at Kinston. The 16th corps, under General A. J. Smith, 17,000 strong, with artillery and baggage trains, was sent to New Orleans to co-operate with the troops then under General Canby, in the reduction of Mobile.

The cavalry, under Major General Wilson, was refitted, remounted, equipped, and launched into the interior of Alabama, to capture the principal interior cities of Alabama and Georgia; Selma, Montgomery, Columbus, and Macon fell before them.

In all these movements the troops were kept well supplied with the necessary material; horses, forage, food, and clothing were promptly delivered at the appointed rendezvous and depots, and steamers were ready, on river and coast, to move the troops and their supplies promptly.

During the whole year—I believe I may say during the whole war—no movement was delayed, no enterprise failed, for want of means of transportation, or the supplies required from the Quartermaster's department.

The close of hostilities made even greater exertions on the part of this department necessary; 233,000 men were distributed from Washington alone to their homes in the north, carried to every hamlet and village, camps of discharge being established in every State, at which the regiments rendezvoused until paid off, when the men dispersed.

Sixty thousand men of the army of General Sherman were moved from Washington to Louisville, from which place, after a short time, they were put in motion for their homes, and discharged; 25,000 men were moved from the James river to the Rio Grande; 7,000 were sent from the Potomac to Savannah.

Sixty thousand prisoners of war, released, were sent to their homes in the southern States.

Regiments were brought from the Gulf and South Atlantic coasts, and sent to their States to be discharged. Their places were in some cases supplied by the transfer to the south of the regiments which had longer to serve. A large force of cavalry was moved from the Potomac to the Arkansas and to the western plains.

The activity of the transportation branch of this department has never been greater than since the cessation of hostilities; its duty embracing the transportation to their homes of the greater part of an army of a million men, the collection and transportation to depots, for storage or for sale, of the animals and stores surplus from the rapid reduction in the forces employed.

Officers were sent to inspect the various depots and posts to report what stores should be sold and what preserved. Stringent orders were issued directing reductions in purchases, in lists of persons employed, ordering the sale of surplus material, the reduction of the strength of the trains, and the sale of all surplus animals of the cavalry, artillery, and trains, the discharge or sale of transports not needed for the returning troops. Reports in detail, herewith, contain such information as to these operations as can be collected at this time and embraced within the limits of this report.

The examination, collation, and analysis of the records of this department are not complete. The material is abundant, and I propose, with your approbation, to establish a board of officers, whose business it shall be to collect from the official reports full statistics of the vast operations which, during the last four years, have taxed the fullest energies of every officer of ability and experience in this department.

The work has been accomplished, the record is in possession of the office, but the labors of execution have not left leisure for that examination and comparison of the records which is necessary for a full statistical report of operations of this department during the four years of war.

In the last annual report I had the honor to make nominal report of the officers who held the most important and responsible positions in this department during the previous year, and to call attention to their merits and their worth. Many of these officers have received the promotion which they have so well deserved, and which they so highly prize as the recognition by their government of faithful service. I am grateful for the recognition of the service and success of the department under my control, thus given to its officers.

The general distribution of duties has not materially varied during the year. The officers had, in the course of three years of active service, generally found the positions in which their respective qualities made them of the greatest service to their country.

Brevet Major General Robert Allen continued to exercise the authority and control with which he had been invested as senior and supervising quarter-

master in the valley of the Mississippi; his duties have remained the same as during the previous years. His annual report is herewith. Had it been more full in detail, it would have given a better idea of the magnitude of his responsibilities, his labors, and his merits. There passed through his hands, during the fiscal year, \$33,933,646.45.

Brevet Major General Rufus Ingalls continued in the field to control the service of the Quartermaster's department, with the armies operating under Lieutenant General Grant against Richmond.

The admirable manner in which the duties of his post were performed is shown in the efficiency of the operations which supplied the troops during the long siege and the rapid marches which, after the enemy was driven from his works, resulted in the capture of his entire army. The disbursements have been (under his direction) \$1,636,759.08, principally for wages of workmen. The supplies for this army were purchased under direction of this office, and shipped to it from the depots at the north, as required.

Brevet Major General D. H. Rucker has continued in charge of the great depot of Washington, the depot through which a great part of the supplies of the armies before Richmond and upon the Atlantic coast passed. Here the animals and the clothing for these armies were collected. To this point their worn-out and disabled animals and equipment were returned for recuperation or repair, or to be disposed of and replaced.

Upon this depot, after the fall of Richmond, 250,000 troops were concentrated, and here were made all the arrangements for their transportation to the west and north, before their final dispersion. The expenditures of the year, under his direction, have been \$8,822,065.33.

Brevet Major General James L. Donaldson has continued in charge of the great base of supplies of the armies of Sherman and Thomas. He is now supervising quartermaster of the military division of the Tennessee, and is engaged in the supply of the troops still quartered in the south, and in returning them, as discharged, to their homes, and in disposing of the vast accumulation of stores no longer needed since the cessation of hostilities and consequent reduction of the army. He has controlled the expenditure of \$24,821,005.79.

Brevet Brigadier General Thomas Swords, senior quartermaster in the department of the Ohio, assisted by Colonel Moulton, has been in charge of the operations of the department at the important depot of Cincinnati, which has furnished nearly one-third of the clothing for the armies of the United States. He has received and distributed to other officers or disbursed during the year \$17,402,501.95.

Brevet Brigadier General G. H. Crosman, who had been on duty in Philadelphia from 30th of August, 1861, to the 24th of August, 1864, in charge of the Philadelphia depot and the providing of clothing and equipage, was then temporarily relieved by Colonel A. J. Perry, chief of the division of clothing and equipage. He has since been engaged in preparing a manual of the service of the Quartermaster's department, intended to fix the forms, sizes, and construction and qualities of the various articles of equipment which are supplied by the Quartermaster's department, in order that the experience gained in all these details may not be lost, but may be at hand to instruct the officers of the department in future operations. The records and details of these models should be preserved. They have enabled our armies to make unexampled marches with less suffering, privation, sickness, and loss, than we find recorded in the history of the campaigns of other nations. His disbursements have been during the year \$6,274,278.55.

Brevet Brigadier General D. H. Vinton has continued at the head of the depot of clothing and equipage at New York. No officer has more thoroughly and efficiently performed his duty. He has received and expended \$34,637,511.11.

Brevet Brigadier General L. C. Easton, chief quartermaster of the army of General Sherman, accompanied that army in its campaign from Chattanooga, and during the siege of Atlanta superintended its outfit for and accompanied its march to the sea. At Savannah he took charge of the transport fleet, and of the stores sent to meet the army on the coast, conducted them to the coast of North Carolina, and sent forward the supplies which, by the 10th of April, enabled it again to march against the rebels at Raleigh. After the dispersion and reduction of the army he was assigned to duty as chief quartermaster at the headquarters of the major general commanding the military division of the Mississippi, with his post at St. Louis, where he exercises a general supervision and control. He has received and accounted for \$981,822 27.

Brevet Brigadier General Charles Thomas, Assistant Quartermaster General, has aided me in the management of the business of this office, having charge of the finances and accounts of the office.

Brevet Brigadier General William Myers, as chief assistant to General Robert Allen in the Mississippi valley, has been in charge of the depot at St. Louis. His responsibilities have been great, and have been met to the satisfaction and approbation of his senior officers. General Allen, in his report, speaks of him in the highest terms. He reports the receipt and expenditure or transfer of \$49,871,975 35.

Brevet Brigadier General Stewart Van Vliet has continued at New York in charge of the operations of the department at that important post. His disbursements and transfers during the year have reached the sum of \$20,170,162 60.

Colonel C. W. Moulton has been, during a portion of the fiscal year, in charge of the clothing and equipage depot at Cincinnati. He reports the receipt and expenditure of \$31,287,324 49.

Brevet Brigadier General George S. Dodge, chief quartermaster of the army of the James, accompanied the naval and military expedition which reduced Fort Fisher, on the coast of North Carolina. He displayed great energy and skill in disembarking upon an open coast men and material for the siege and assault of that formidable work, and was specially rewarded by brevet promotion for signal services on that occasion. He has since been actively employed in extensive inspections, both north and south, which have been most efficiently performed, and have aided this department in enforcing great reductions of expenditure. He is a most deserving officer.

Colonel William W. McKim, for some time in charge of the depot of Cincinnati, has been in charge of the depot of Philadelphia, including the operations of the great depot of clothing and equipage at the Schuylkill arsenal, since the 15th of February last. He is a most efficient and deserving officer. He reports an expenditure during the year of \$24,986,188 16.

The depot of Baltimore has been in charge of Colonel R. M. Newport since the 24th of September, 1864. In the earlier part of the fiscal year it was under charge of Major C. W. Thomas, Quartermaster's department. Colonel Newport's expenditures and transfers are reported at \$8,167,971 73.

Colonel S. B. Holabird has continued on duty at New Orleans, where his long experience and his business capacity have made his service most valuable. He accompanied the army of General Banks to Louisiana when that officer first assumed command in the southwest, and has always been zealous and successful in the discharge of the heavy duties which have been imposed upon him. His receipts, transfers, and expenditures during the year were \$15,290,396 67.

Colonel C. G. Sawtelle, as chief quartermaster of the command, first of General Canby, and lately of the troops and military division under Major General Sheridan, has rendered most valuable service. As chief quartermaster of General Canby's army, he directed the operations of the Quartermaster's department in the movements against Mobile. After the fall of Mobile, and the assignment

of Major General Sheridan to command in the southwest, he was attached to his staff as chief quartermaster of the military division, and forwarded the army which was sent from New Orleans to Texas, including the later movements of the 25th army corps which, embarking on the James, rendezvoused on the northern coast of the Gulf of Mexico, before proceeding to Texas. He reports the receipt, transfer, and expenditure during the fiscal year of \$684,857 45.

The principal disbursements in the command to which he is attached have been made by officers at depots.

The limits of this report will not permit me to notice here all the officers of the department who have held important positions during the extended operations of the last year of this most active and eventful war. I mention the names merely of some of the officers whose merits have promoted them to most important positions.

Lists of officers of the Quartermaster's department who have served as chief quartermasters of armies, of great territorial divisions, and in charge of important depots, and of those who have been specially noted in the records received at this office for good service, are attached to this report.

The officers who have been my personal assistants in charge of the several divisions of this office are noticed in referring to the branches of the service in which they have had special control.

HORSES AND MULES.

The purchase and supply of the animals of the army pertains to the First Division of this office, of which Brevet Brigadier General James A. Ekin, of the Quartermaster's department, has charge.

He reports purchases of cavalry horses during the year ending June 30, 1865.....	141, 632
Total from January 1, 1864, to May 9, 1865, at which time purchases ceased.....	193, 388
Of artillery horses, from September 1, 1864, to June 30, 1865, purchases having ceased May 9.....	20, 714
Of mules, from July 1, 1864, to June 30, 1865, purchases having ceased May 9.....	58, 818

The earlier purchases of horses delivered in Washington at the beginning of the war were at \$125. Subsequently, for a time, horses were delivered here as low as \$100. The price gradually advanced until the close of the war.

The prices of cavalry horses during the last fiscal year have varied from.....	\$144 to \$185
Of artillery horses	161 to 185
Of mules	170 to 195

There have been sold at the depots since January 1, 1864, of cavalry horses	40, 070
There have died at these depots	38, 277
Artillery horses reported as having died at the depots, September 1, 1864, to June 30, 1865.....	434
Mules sold September 1, 1864, to June 30, 1865.....	13, 479
Died at depots in same time	7, 336

The deaths reported occurred at depots principally among animals sent in from the field as broken down and unserviceable.

The destruction in the field was greater, probably nearly equalling the number supplied by purchase and capture, as neither the trains nor the cavalry of the armies have been materially increased during the last year of the war, and the purchases have been almost entirely to supply losses.

The issues of cavalry horses to the army of the Shenandoah, actively engaged under Major General Sheridan, have been at the rate of three remounts per annum. The service of a cavalry horse under an enterprising commander has therefore averaged only four months.

Of the animals which are sent to the depots for recuperation, about sixty per cent. recovered, and becoming serviceable, have again been issued.

SALES.

There have been sold, so far as reported, to October 17, and since May 8, 1865, and in accordance with General Orders No. 28, of the Quartermaster General's office, dated May 8, 1865, 53,794 horses and 52,516 mules, for the sum of \$6,107,618 14. It is probable that when the full returns are received the total amount of sales from May 8 to October 17 will prove to exceed \$7,000,000.

With few exceptions these sales have been made by persons employed at fixed daily rates by the Quartermaster's department. In a few cases officers who have failed to receive the general order of the Quartermaster General, prescribing this mode of sale, have employed local auctioneers at various rates of compensation. The results in most cases have been less satisfactory than when the sales have been made in the first mode; and such sales have given rise to some complaints of excessive fees. All the officers of the department now, it is believed, have received General Order No. 42, Quartermaster General's office, 1865, and understand their duty in this respect.

General Ekin names the officers who have acted under his orders in the business of providing and disposing of animals of the army, and bears testimony to their good service, for which I respectfully refer to his report, herewith.

He reports the expenditures of the fiscal year as follows:

On hand July 1, 1864, and received during the fiscal year	\$8, 501, 078 84
Expended	\$3, 719, 070 13
Transferred to officers	4, 295, 963 72
	8, 015, 033 85
Remaining to his credit June 30, 1865	486, 044 99

Estimates of quartermasters for purchase of horses, submitted to and approved by him during the year:

For horses	\$23, 600, 456 66
For mules	6, 434, 637 66
Total	30, 035, 094 32

CLAIMS FOR ANIMALS.

Under the law of July 4, 1864, 4,174 claims for animals have been filed in the first division of the Quartermaster General's office; of these 2,792 have been acted on, leaving 1,382 not acted on. This business is increasing rapidly.

General Ekin states, succinctly, some of the difficulties attending just decisions upon these claims. Generally when the animals have been taken by officers of this department, reference to the official records shows that they have been properly reported and accounted for.

But when officers' papers have been captured by the enemy or destroyed, and where the seizure has been made by officers not of the Quartermaster's department, as many of the officers have been discharged from the service, it is difficult

to communicate with them by letter, and to ascertain whether the signatures and memorandum receipts offered in evidence are true or forged. To arrive at certain conclusions upon evidence entirely *ex parte*, and without cross-examination, is impossible, and this department will be unable to arrive at that conviction necessary to enable it to report many claims, some of them no doubt just, without some further action. It may, after a time, become expedient to create boards of officers to visit the localities in which most of these claims originate, and there take testimony as to the facts, the truth of the documentary evidence presented, and especially as to the loyalty of the claimants and witnesses. Judging from the papers presented with these claims, there are few persons unable to present certificates of loyalty.

Copies of the more important orders regulating the mode of purchasing and disposing of public animals accompany this report.

They are the result of the experience gained during a great war, in which the consumption of horses and mules has been very large. The specifications have been amended from time to time as experience has shown defects.

Under the system which these orders and regulations set forth, the army has been well supplied with animals adapted to the military service. The order, regularity, and abundance of supply, the correctness and clearness of the record of this branch of the service, since the organization of the first division of this office, are most creditable to Brevet Brigadier General James A. Ekin, who has been at its head.

CLOTHING AND EQUIPAGE.

The clothing and equipage of the army are provided by contract, by purchase, and by manufacture at the several principal depots, which during the fiscal year have been :

New York depot, under charge of Brevet Brigadier General D. H. Vinton, Quartermaster's department.

Philadelphia depot, under charge, successively, of Brevet Brigadier General G. H. Crosman, Colonel A. J. Perry, Colonel and Brevet Brigadier General H. Biggs, and Colonel W. W. McKim, who is still in charge.

Cincinnati depot, under charge of Brevet Brigadier General Thomas Swords, Colonel C. W. Moulton, Colonel W. W. McKim, who on his transfer to Philadelphia was relieved by Colonel C. W. Moulton.

Saint Louis depot, under charge of Brevet Brigadier General William Myers, Quartermaster's department.

There are several branch depots established at points at which the war had collected many destitute women either of the families of refugees or of soldiers, whom employment in making up army clothing relieved from dependence upon public charity.

These depots were supplied with material from the three principal depots of New York, Philadelphia, and Cincinnati, and their operations were confined to the making up of such material into garments.

Such depots are established at Quincy, Illinois, and Steubenville, Ohio.

The quality of the clothing and equipment furnished to the army has been excellent; very few complaints of inferior quality have been made, considering the immense quantity of material which has been issued to the troops. The marches made from Atlanta to Savannah, and from Savannah to Goldsboro', by armies which during their marches had no opportunity to replace articles of equipment worn out, are evidence of the good quality of the shoes and clothing with which the army is supplied.

Of the principal articles of clothing and equipage, the following quantities have been purchased and manufactured at the three principal depots during the fiscal year ending June 30, 1865 :

Uniform coats	311, 597	Blouses	2, 617, 374
Uniform jackets	410, 667	Shoes, pairs	1, 688, 017
Uniform trowsers	3, 463, 858	Boots, pairs	959, 543
Drawers	3, 708, 393	Stockings	5, 684, 572
Shirts, flannel	3, 268, 166	Hats	442, 832
Greatcoats	873, 289	Caps	1, 151, 948
Blankets, woollen	1, 746, 034	Knapsacks	958, 287
Blankets, water-proof	625, 624	Haversacks	1, 066, 647
Canteens	1, 163, 347	Guidons	1, 293
Hospital tents	10, 265	Picks	42, 446
Wall tents	8, 412	Axes	108, 196
Wedge or common tents ..	1, 412	Spades and shovels	150, 931
Shelter tents	698, 187	Hatchets	88, 054
Bedsacks	19, 610	Mess pans	169, 296
Regimental colors	1, 321	Camp kettles	73, 895
Camp colors	4, 167	Bugles	3, 795
National colors	760	Drums	16, 330
Flags	4, 185	Fifes	1, 400

The stock on hand ready for issue on the 30th June, 1865, but not transferred to the armies for issue, was:

Uniform coats	462, 105	Knapsacks	868, 578
Uniform jackets	504, 811	Haversacks	522, 621
Uniform trowsers	1, 185, 234	Canteens	845, 209
Drawers	1, 166, 541	Hospital tents	6, 121
Shirts, flannel	1, 542, 294	Wall tents	15, 672
Greatcoats	929, 725	Wedge or common tents ..	53, 902
Blankets, woollen	1, 009, 106	Shelter tents	791, 254
Blankets, water-proof	384, 975	Bedsacks	167, 037
Blouses	1, 410, 059	Regimental colors	789
Shoes, pairs	1, 582, 156	Camp colors	7, 270
Boots, pairs	435, 032	National colors	609
Stockings, pairs	1, 803, 719	Flags	7, 697
Hats	397, 595	Guidons	2, 039
Caps	926, 922	Picks	103, 228
Axes	90, 548	Bugles	3, 893
Spades and shovels	152, 523	Trumpets	3, 869
Hatchets	111, 247	Drums	5, 865
Mess pans	364, 086	Fifes	11, 747
Camp kettles	106, 417		

For further details of the supply of clothing, camp, and garrison equipage, during the fiscal year, and during the whole war, I respectfully refer to the tables accompanying this report. They give information as to the quantities of the various materials purchased, as well as of the articles manufactured therefrom, or purchased ready-made, in a compact form and with greater precision than is possible in this narrative.

There have been purchased during the fiscal year—

Cloth and other materials to the value of	\$21, 416, 858	84
Clothing	70, 087, 282	20
Equipage	13, 515, 301	09
The expenditure for all objects relating to clothing and equipage, including payment of rents, compensation to workmen, clerks, and others, at the principal depots, has been during the year ending June 30, 1865		
	105, 019, 406	13

Two of the tables herewith give approximately the quantities of material and of ready-made articles of clothing and equipage, which the three principal depots have supplied during the war.

At the commencement of the war the department had but one depot for the supply of clothing and equipage, the Schuylkill arsenal, at Philadelphia. This was organized for the equipment of an army of 13,000 men. The material was purchased by contract from manufactories, and the clothing, shoes, &c., were made up at the arsenal.

The sudden increase of the army made it necessary to greatly enlarge the operations of this depot, and to establish new ones, and also to accept the aid of State authorities in providing the clothing of the numerous regiments of volunteers organizing in every district in the country. Eight or ten thousand work-people were employed in Philadelphia in the manufacture of clothing and equipage. The new depots established at New York and Cincinnati went into operation early in 1862, under energetic and able officers. Contracts were made for the supply of clothing ready-made. The manufacturers of the loyal States were urged to turn their machinery upon army goods. The clothing merchants who had, before the war, supplied the southern markets, made contracts with the department for the supply of army clothing, and in a few months the industry and manufacturing power of the country were turned into the new channel, and the difficulties at first experienced in procuring a sufficient supply for the immense army which sprang into being ceased.

The only domestic branch of manufacture which has not shown capacity to supply the army is that of blankets. The department has been obliged throughout the war to use a considerable proportion of army blankets of foreign manufacture.

The condition of the property stored at the Schuylkill arsenal, at Philadelphia, is a source of apprehension. About \$20,000,000 of property are in store there, and it is recommended that alterations and additions be made in the buildings, or within the walls, to enable the department to remove much valuable property now stored in temporary sheds, and exposed to danger from fire, into proper fire-proof buildings.

The prices of clothing and equipage have constantly advanced during the war. A table of the lowest and highest prices paid accompanies this report. It will be seen that, towards the termination of the war, the prices of many important articles had more than doubled; of some articles the price has quadrupled.

The Second Division of this office has charge of the provision and distribution of clothing and equipage. It has been under the charge of Colonel A. J. Perry, of the Quartermaster's department, who has in this office had charge of this branch of its business since the commencement of the war. He is an officer of rare merit, and I have taken occasion heretofore to ask that he receive promotion, as a testimony that his services have been recognized and appreciated by his country, as they are by the chief of this department.

Although in the active operations of the past four years, and especially during the unprecedented movements of the last year, very heavy demands have been made upon this branch of the department, it has been able to place the material needed at the right places and at the right moment.

During the last year large armies have changed their bases. The army of General Sherman from the Tennessee and Ohio to the Atlantic coast, at Savannah; then again to the harbor of Beaufort, North Carolina, several hundred miles distant. Yet, at each of these new bases, this army, from 70,000 to 100,000 strong, found the supplies for a complete new outfit ready for issue. Most of the clothing and equipage for this purpose was sent from New York. Details of the operation are found elsewhere in this report.

So armies of 15,000 to 25,000 men have been during the past year suddenly

moved from the Tennessee to the Atlantic; from the Tennessee to the Gulf coast; from the James to the Rio Grande; but from none of these new fields and bases of operation, in the midst of these sudden and gigantic movements, has the complaint been made of suffering for want of any of the supplies which it is the duty of this department to provide or to transport.

OCEAN TRANSPORTATION.

Colonel George D. Wise, in charge of the Third Division of this office, reports that, during the first month of the fiscal year, the office work of the division—that of ocean and lake transportation—was embarrassed by the absence of most of the clerks and officers, who were called to active service in the field during the demonstration and attack on the capital by the rebel army under Early and Breckinridge. During this time, however, the necessary steamer transportation was assembled at City Point, and moved to Washington and Baltimore the 6th army corps in time to meet the advancing enemy at the battles of the Monocacy and the attack on Washington. The 19th army corps was also brought from the Chesapeake, where it was arriving by sea from New Orleans, and reached Washington in time to take part in the operations for its defence and in the pursuit of the baffled enemy.

During the month of July, also, the army of Major General Canby was moved by sea from New Orleans to Mobile bay, co-operating with the navy in the reduction of the fortifications at its entrance.

From August to December no great movements of troops by sea were made, but a large fleet was constantly employed in supplying the armies before Richmond and the troops at the various stations along the coast from the Chesapeake to New Orleans.

In the inclement month of December the approach of General Sherman's army to the coast required a large fleet to be employed in readiness to supply and refit that army after its long march from Atlanta.

Transports were despatched to Pensacola with supplies to await the arrival of the troops, should unexpected opposition compel General Sherman to change his course to the south.

The greater part of the stores intended for his use, however, were sent direct to Port Royal harbor, there to await his arrival at some point on the coast of the Carolinas or Georgia.

When he appeared in rear of Savannah, and, capturing Fort McAllister by a *coup de main*, communicated with the naval squadron, the transports were sent round to the mouths of the Ogeechee and Savannah rivers, and light-draught steamers, fitted for river and bay service, which had been despatched upon the first news of his approach, arrived in time to transfer to the river landings the clothing, camp and garrison equipage, quartermaster's stores, and forage and provisions which had been of necessity sent in sea-going vessels, both sail and steam, and which were of too heavy draught to enter the Ogeechee or pass through the opening first made in the artificial obstructions of the Savannah.

The army was quickly reclothed, reshod and refitted; its wagons filled with rations and forage.

A large portion of the army was transferred by steamers from the Savannah to Beaufort, South Carolina, or Port Royal harbor, at which place the vessels of heavy draught could land their stores without the labor of transshipment.

After a short and much needed rest, the army, re-equipped, left the coast, and the transports and fleet of light-draught steamers repaired to the harbor of Morehead City, where they awaited the arrival of the troops, who, after a march of five hundred miles through a hostile country, without communication with their

base of supplies, depending solely upon the stores in their wagons and the resources of the enemy's country for their subsistence, were certain to arrive in a condition to require an entire renewal of their clothing and shoes, and a new supply of provisions.

When I parted with General Sherman at Savannah, on the 19th January, he told me to look out for him at Kingston, and also to be prepared for him lower down the coast, should the rebel army of Virginia, abandoning Richmond, unite with the troops in the Carolinas, and succeed in preventing his passage of the Santee.

During the month of December, also, an expedition was embarked at City Point and Fortress Monroe, which made an unsuccessful attempt, in co-operation with the navy, upon Fort Fisher, at the mouth of Cape Fear river. The troops failing to attack were re-embarked, and returned to Hampton roads. The transportation by sea, the landing and return, were successfully performed.

In January the expedition was re-embarked with a larger force, and successfully landed above Fort Fisher, which place, with the aid of a naval bombardment unexampled in severity, they carried by assault.

The troops of the 23d army corps, under General Schofield, having borne their part in the campaign in Georgia and Tennessee, after the battle of Nashville, which took place on the 15th and 16th December, and the termination of the pursuit of the rebel army on the Tennessee, were moved by rail and river to Washington and Baltimore, where, amid many difficulties from the severity of the season, ice entirely suspending for a time the navigation of the Potomac, they were embarked on ocean steamers and despatched to the Cape Fear river, and to Beaufort, North Carolina, to move, in co-operation with the victors of Fort Fisher, upon Wilmington and Kingston, North Carolina.

In anticipation of the arrival of General Sherman's army, I had ordered to Savannah a portion of the military railroad construction corps. Two divisions of the corps, as organized, with tools and materials, and officers, were brought from Nashville to Baltimore by railroad. At Baltimore they were re-enforced, and embarked on ocean steamers, and were promptly at the rendezvous.

As the army moved, however, without depending upon railroad communication, destroying instead of repairing railroads in its march, the construction corps was transferred to Wilmington and Beaufort harbor, and the railroads which, starting from Wilmington and Morehead City, meet at Goldsboro', were repaired and stocked with engines and cars, either captured or sent from the north.

Two hundred miles of railroad were thus repaired and stocked, under the protection of the troops of Generals Schofield and Terry; and when, after the battle of Bentonville, the right wing of General Sherman's army, under Howard, marched into Goldsboro', on the 22d March, ragged from their struggles with the thickets and swamps, and blackened by the smoke of the burning forests of Carolina, they met these railroad trains from the Atlantic, loaded with three days' rations for their immediate wants. I met General Sherman at Morehead City, on the 25th March, when he advised me that he desired to move again on the 10th April.

This army, of nearly 100,000 men, needed to be entirely re-clad and reshod, the troops were to be fed while resting, for as soon as the army ceased its march it ceased to supply itself by foraging, and depended upon the supplies from the coast. Nevertheless, on the 7th April I was able to inform General Sherman that the necessary supplies were in his camps.

Every soldier had received a complete outfit of clothing, and had been newly shod. The wagons were loaded with rations and forage, and each of the three thousand wagons, whose canvas covers had been torn on the march from Chattanooga, was supplied with a new cover. The army moved on the appointed

day against the enemy, interposing between it and the army of the Potomac, then holding the principal rebel army fast behind the lines of Richmond.

A tug-boat of this department, under the command of Captain Ainsworth, had reached Fayetteville by the Cape Fear river on the 12th March, and first bore greeting to the army of the west, from their comrades whom they had left on the banks of the Tennessee, and who, joined with others of the army of the Potomac, were then forcing a communication with them, from the new base which they sought on the Atlantic coast.

The demands upon the department at this time compelled it to take into its service not only the fleet which it had gradually acquired by purchase, but nearly every new steam vessel that had been built in the United States to navigate the ocean.

A fleet of powerful propellers, vessels of 900 to 1,100 tons, swift and staunch, burning twelve to sixteen tons of coal per day, with a speed of 8 to 10 knots, had been created during the war, and nearly the whole of them were at this time in the service of the department.

Large sailing-ships were also employed, loaded with forage and subsistence, and compelled to anchor on the exposed coast of Carolina, where they rode out the winter storms.

A large quantity of railroad engines and cars were shipped to Beaufort harbor for the railroads in North Carolina, most of which were on the termination of hostilities sent to the James river to be sold.

To aid in the rapid supply of General Sherman, while at Goldsboro', and relieve the railroad, and also to enable the department to supply him at Winton by the shallow waters of North Carolina, in his northern march, a large number of canal-boats and barges was sent to Newbern; some of them were used in the Trent river, carrying supplies to Kingston bridge, but the greater part of them were released from service by the surrender of the rebel armies, and have been returned to the Chesapeake and to their owners, or sold.

In all the active movements by sea during the fiscal year, employing a fleet in which nearly all the sea-going steamers of the country have been employed, but three vessels have been lost while in the service of this department.

The North America, a chartered side-wheel steamer of the first class, perfectly new, went down in a gale off Cape Hatteras, the General Lyon was burned, and the Admiral DuPont was run down at sea.

After the surrender of the rebel armies, orders were given to discharge all the chartered steamers, and to sell those which were the property of the department as fast as they could be spared; very heavy movements, however, ordered before much progress in the reduction was made, have delayed the discharge and sale of some of the transports.

In May the 25th army corps was ordered from City Point to Texas. The corps numbered about 25,000 men, with artillery and baggage. Its guns, ambulances, wagons and harness, subsistence and ammunition, went with it; about 2,000 horses and mules also accompanied it. The greater part of its artillery, cavalry and team horses were left behind. This movement required a fleet of fifty-seven ocean steamers, one of which made two voyages. The entire tonnage of the fleet was 56,987 tons. The vessels were all provided for a twelve days' voyage, consuming 947 tons of coal, and fifty thousand gallons of water daily.

The daily expense of this fleet amounted to \$33,311.

The vessels were fitted with bunks for the troops, and with stalls for 2,139 horses and mules, which formed part of the expedition.

The vessels were all rigidly inspected before sailing, and all reached their destination in safety. No accident to any of them has been reported. A list of the vessels accompanies this report.

While this expedition of 25,000 troops was afloat, another, of seven thousand

troops, was sent by sea from Washington to Savannah, and 3,000 rebel prisoners were sent from Point Lookout, on the Chesapeake, to Mobile. Besides this, large numbers of convalescent and discharged men were then returning from the southern ports, and recruits were forwarded to the regiments on the coast.

There were, therefore, more than 30,000 troops and prisoners afloat upon the ocean, in steam transports, at the same time.

The last annual report of this department gives information as to the army transport fleet owned and employed on the 15th October, 1864.

This list omitted to give the names of the western river steamers, of which the department then owned a large number.

There were in the employment of the department of ocean and lake transportation, in the spring of 1865, owned by the department—steamers, 106; steam-tugs, 29; sailing vessels, 15; barges, 21—total, 171 vessels, with a tonnage of 49,358 tons. The department also had under charter at that time—steamers, 275; tugs, 91; sailing vessels, 75; barges, 171, with a tonnage of 191,149 tons.

Total number of vessels employed, 783; tonnage, 240,507 tons. Average daily expense of this fleet, \$97,500.

On the 1st of July, 1865, the fleet owned consisted of—steamers, 115; tugs, 23; sail-vessels, 12; barges, 20; tonnage, 55,496 tons.

The chartered fleet consisted of—steamers, 177; tugs, 69; sail-vessels, 74; barges, 100; tonnage, 138,440 tons.

Total number of vessels, 590; tonnage, 193,936 tons; daily cost, \$82,400.

During the fiscal year the average size of the transport fleet was—

351 steamers.....	171,081 tons.
111 steam-tugs.....	13,262 “
89 sail-vessels.....	17,738 “
168 barges.....	22,903 “

Total, 719 vessels, of..... 224,984 tons.

Its average daily cost was \$92,414.

The report of Colonel Wise, who is in charge of this branch of the Quartermaster General's office, contains some important observations upon the construction and management of steam ocean transports.

At the beginning of the war the department was imposed upon. Officers and agents had little experience, and inferior vessels were sometimes chartered, and excessive prices were paid for steamers chartered from the regular trade, not then entirely and hopelessly broken up by the war.

Stringent measures of reform were adopted; a scale of prices for the different classes of vessels was fixed, by the order of the Quartermaster General.

The examination and audit of all accounts for charter of vessels was brought to this office; all charters contained provisions to enable the United States to purchase the vessels at a reasonable price, provided that should prove advantageous; and system, order, and regularity were introduced into the service.

This branch of the service, on the reorganization of this office under the law of 4th July, 1864, was assigned to the Third Division of the office, under the direction of Colonel G. D. Wise. The safety, efficiency, despatch, and punctuality with which its affairs have been conducted do him high honor.

At one time 40,000 men have been afloat. The fleet has averaged 719 vessels of all classes, with a burden of 225,000 tons. But three vessels have been lost during the year, though the greatest and most important movements were made during the inclement months of the winter, from January to May.

Very full tables which accompany this report give details in reference to the transport fleet and the operations of the department upon the ocean and upon the waters of the coast.

RAIL AND RIVER TRANSPORTATION.

The service of transportation upon the western rivers has been under the direction of the Fourth Division of this office.

Colonel L. B. Parsons, who had been placed in charge of the western river transportation in 1863, just before the preparations for the campaign of Atlanta commenced, was, upon the organization of the division of rail and river transportation in this office, called to its head. He has conducted the service with great efficiency and economy. Of some of the more important movements his report gives details. When he took charge of this service the Mississippi had been opened, and the merchants of the west were in condition to establish lines of steamers to all parts of its navigable waters. The system of time-charter of steamers was as fast as possible abandoned, and contracts were made, on public advertisement, with the lowest responsible bidders, to move the stores of the department at fixed rates per pound. The rapid accumulation at Nashville and at other points of supplies, which enabled General Sherman to move successfully into Georgia, have been detailed in the last annual report of this office.

WESTERN RIVER TRANSPORTATION.

In the course of the war a considerable fleet of river steamers and other vessels has become the property of the department upon the Mississippi and its tributaries, by purchase, by construction, or by capture. A list of the steamers accompanies the report. It contains the names of—

Side-wheel steamers.....	34
Stern-wheel steamers.....	37
Centre-wheel steamers.....	3
Ferry-boats.....	1
Screw tugs.....	16
Total steamboats.....	91
Of other vessels the department owned upon those rivers—	
Steamboat hulls.....	2
Model barges.....	74
Gunwale barges.....	226
Small wood barges.....	26
Box barges.....	3
Barges not classified.....	23
Total barges.....	352
Wharf boats.....	18
Canal boats.....	3
Coal boats.....	60
Yawl boats.....	56
Sail boats.....	1
Metallic boats.....	1
Total boats.....	139
Skiffs.....	9
Sectional docks.....	3
Small flats.....	2
Floating docks.....	1
Total boats and barges of all kinds.....	599

Nearly all of these have been advertised for sale. Those which have been constructed or purchased by the department have been or will be sold. Those which have been captured or seized will be turned over to the Treasury Department, to be disposed of under the law, or will be returned to their original owners, if pardoned, and, if so ordered, upon full consideration of their claims.

RAILROAD TRANSPORTATION.

The agreement made early in the war with a convention of railroad companies has continued in force through all the changes in values which the war has brought. The railroad officers have responded to every demand of the transportation department of the government, and, by their cordial co-operation with the officers of the Quartermaster's department, have made these great movements of troops easy of execution and unexampled in despatch.

To Brigadier General L. B. Parsons, who has been in charge of the Fourth Division of this office, and to Brevet Colonel Alexander Bliss, his assistant, and frequently, in his absence, in charge of the office, and the officers at the various posts and depots, charged with the duty of transportation, great credit is due for the safety, order, and speed with which this immense business has been conducted.

There have been filed in the office of the fourth division, since its organization, 442 claims, amounting to \$268,545 02; 202 have been allowed, amounting to \$68,712 34; 92 have been referred to the Third Auditor or to disbursing officers for examination and settlement, amounting to \$87,462 30; 99 have been rejected, amounting to \$60,138 34; 48 await action, amounting to \$46,891 04; 1 has been withdrawn, amounting to \$5,341.

From the imperfect reports yet received at the office of the fourth division, the number of passages granted to prisoners and refugees who have been transported by the division, during the fiscal year, is 356,541, costing over \$1,300,000.

General Schofield's movement from Clifton, on the Tennessee, by the Tennessee river, the Ohio, and the Baltimore and Ohio railroad, to the Potomac, and thence to the coast of North Carolina, was accomplished in the midst of a very severe winter, during which the navigation of the Ohio and the Potomac was at times interrupted by ice. Within five days after the movement was decided on in Washington, the troops upon the Tennessee, nearly 1,400 miles distant, were embarking. The movement to Washington occupied an average time of only eleven days. It took place during the month of January.

The special report of Colonel Parsons, of the Quartermaster's department, who was despatched by the War Department to attend to it personally, accompanies this report; it is an interesting detail of the difficulties overcome, and of the success with which they were surmounted.

On the conclusion of the campaign in Tennessee, while the 23d corps, under General Schofield, was ordered across the Alleghanies, by Washington, to the coast of North Carolina, to co-operate with General Sherman, the 16th corps, under Major General A. J. Smith, was ordered to New Orleans to co-operate with General Canby in the reduction of Mobile. A fleet of 40 steamers was promptly assembled at Eastport, on the Tennessee, below the Muscle Shoals. The entire command, including a brigade of artillery and the seventh division of the cavalry corps, was embarked on the fleet. It consisted of 17,314 men, 1,038 horses, 2,371 mules, 351 wagons, 83 ambulances. The embarkation began on the 5th February, 1865, and was completed on the 8th. The fleet sailed on the 9th, and the command arrived at New Orleans on the 23d, having been moved, in 13 days, 1,330 miles.

DISPERSION OF THE ARMIES CONCENTRATED AT WASHINGTON.

The armies of the west and of the Potomac, after the fall of Richmond and the surrender of the eastern rebel armies, marched through Washington, were

reviewed by the President and cabinet, and encamping upon the heights surrounding the capital, prepared for their final dispersion and disbandment.

During the forty days between the 27th May and 6th July, 233,200 men, 12,838 horses, and 4,300,850 pounds of baggage were moved from Washington by the Washington Branch railroad to the Relay House, where a large portion of them turned westward. The remainder passed through Baltimore, dividing at that city into two streams, one of which moved north, through Harrisburg, the other northeast, through Philadelphia.

The general instructions of the Quartermaster General, preparing for this movement, will be found among the papers attached to this report. They designate the routes and prescribe certain precautions and preparations for the comfort and safety of the troops moving by rail.

Of the troops there were returning home for discharge from service 161,403 men, with 4,630 horses, and 1,828,450 pounds baggage, distributed as follows:

To the northeastern States 28,803 men, 1,307 horses, 287,000 pounds baggage.

To the middle States 100,309 men, 2,323 horses, 907,000 pounds baggage.

To the western States 32,291 men, 1,000 horses, 634,450 pounds baggage.

The army of the Tennessee, ordered to move to Louisville, from which place they were, in a few weeks, sent to their homes for discharge from service, 60,904 men, 2,657 horses, 2,424,000 pounds baggage.

Cavalry ordered west for active service 10,893 men, 5,757 horses, 308,000 pounds baggage.

Total number in forty days, over the Washington Branch railroad and the various railroads diverging from the Relay House and from Baltimore, 233,200 men, 12,838 horses, and 4,300,850 pounds baggage.

The army of the Tennessee, the troops ordered west for active service, and a portion of those ordered to their western homes for discharge, passed over the Baltimore and Ohio railroad to Parkersburg, its western terminus, on the Ohio river, where boats were provided for their march to Louisville, Lawrenceburg, Camp Dennison, and Cincinnati. Between the 27th May and 6th July, within forty days, during twelve of which no troops arrived at Parkersburg from Washington, there were moved from that place to—

Louisville	78,450 men,	5,855 horses.
St. Louis.....	7,082 "	3,314 "
Lawrenceburg, Indiana.....	8,424 "	153 "
Camp Dennison, Ohio.....	1,479 "	29 "
Cincinnati	1,361 "	545 "
	96,796 "	9,896 "

In this movement by water ninety-two steamboats were employed an average of seventeen days and a fraction for each boat, at an average compensation of \$175 per day each. Each boat consumed on an average 200 bushels of coal per day.

The total service of all the boats was 1,601 days, costing for charter \$280,175, and consuming 320,200 bushels of bituminous coal, \$48,030.

Total cost of transportation from Parkersburg by water to various points on the Ohio and to St. Louis, of 96,796 men and 9,896 horses, \$328,205.

The same movement, if performed by railroad at the reduced rates at which the railroads serve the government, would have cost \$746,964.

Thus 96,000 men and 10,000 horses were, in the short space of forty days, moved from Washington, on the Potomac, across the Alleghanies, and descending the Ohio and ascending the Mississippi, were placed in the several positions to which they had been ordered.

During these same forty days 233,000 men in all were moved by railroad

from Washington, 96,000 of them to the posts above named; the others were distributed to every hamlet and village of the States north of the Potomac and Ohio rivers and restored to their homes, the labor of war over, to return to the pursuits of peaceful industry which they had left at the call of their country in her hour of need.

In all these movements there have been few accidents, and the safety and economy of the service are not less noticeable than its speed.

Had the armies marched to their several places of destination the pay of the men, the subsistence of men and animals, the maintenance of the immense trains which would have accompanied them, considering the time which the march would have consumed, would have far exceeded the cost of this rapid movement by rail and river.

It is understood that, since the close of the war, 800,000 men have been safely brought back from the rebellious districts, transported by this department to the several camps of discharge, established in every loyal State, and finally sent to their homes. Many of these men came from Texas and the Gulf coast—others from the territories of all the lately rebellious States.

Such a movement is unexampled. It illustrates the resources of the country for the operations of war, and the great advantages it possesses in its system of navigable rivers and its forty thousand miles of railroads.

MILITARY RAILROADS.

In the winter of 1863, when the rebel armies were driven back from Chattanooga, the immediate repair and almost total reconstruction of the track of the railway from Nashville to Chattanooga became an imperative necessity.

The positions taken up by the troops along the line of the Tennessee river, for the winter, required for their supply that the railroads from Nashville to Decatur, and from Decatur to beyond Knoxville, should also be repaired and equipped. Bridges were rebuilt; new and heavier iron was laid down upon the road from Nashville to Chattanooga; locomotives and cars in great numbers were manufactured at the north, and transported to the scene of active operations.

As the Louisville and Nashville railroad proved insufficient for the heavy traffic thrown upon it, and was sometimes cut by guerillas, the Nashville and Northwestern railroad from Nashville to Johnsonville, on the Tennessee river, was repaired, completed, and opened to trade. This afforded a new avenue by which the products of the northwest were transported to the base of operations at Nashville, the Tennessee river being navigable for light-draught boats from the Ohio to Johnsonville.

Seventeen hundred and sixty-nine miles of military railways were at one time repaired, maintained, stocked and operated by the agents of this department, under the energetic supervision of Brevet Brigadier General D. C. McCallum, general manager of military railways of the United States.

In the repair of so many miles of railway great quantities of iron, burned and twisted by the contending forces, both of which, on occasion, destroyed railroads which they were obliged to abandon, came into our possession.

To make this iron serviceable in the repair of the railroads towards Atlanta and to the Gulf, should the same stubborn resistance be offered beyond Atlanta as was met with on the advance to that place, I directed the completion of an unfinished rolling-mill captured at Chattanooga.

For local military reasons Major General Thomas required that the mill should be constructed within the intrenchment of the city of Chattanooga, instead of on the foundations of the mill, some two miles from that town. A rolling-mill capable of re-rolling fifty tons of railroad iron per day was constructed and put in operation. It utilized a large quantity of iron taken from the lines of southern railroads, and was of important aid in restoring the railroad communication

between Chattanooga and Atlanta, broken up by order of General Sherman when, in the fall of 1864, he destroyed the latter city and set forth on his adventurous march to the sea.

The termination of the war having relieved the War Department of the duty of repairs and reconstruction of railroads, this rolling-mill was advertised and sold at a satisfactory price. It will be of great advantage to the southwestern railroads, on all of which the iron is much worn by constant use during the war, with little means of renewal.

Most of their iron will require re-rolling, and this mill is now in full operation upon the work.

General McCallum reports 1,769 miles of railroad as operated during the fiscal year, with an equipment of 365 engines and 4,203 cars either in use or in reserve, and an expenditure of twenty-two millions of dollars. His report is among the papers submitted herewith.

The force employed in the repair, construction, and operation of the military railways has been very large. A table herewith shows the strength at several different periods. In April, 1865, the number employed in this branch of the service was 23,533.

TRANSFER OF MILITARY RAILROADS.

As soon as the surrender of the rebel armies and the cessation of hostilities made it possible, efforts were made to induce the railroad companies of the rebellious territories to reorganize by the election of loyal directors and managers, and to resume the charge of the lines which had fallen into the hands of this department, and been repaired and used for the supply of our armies.

At this date nearly all the roads have been transferred, either to the presidents and directors, or to boards of public works of the States in which they are situated. In the Atlantic States the policy pursued has been to deliver up the roads in whatever condition they were left by the fortune of war at the moment of transfer.

Questions of ownership, claims to material of the road tracks, transferred either by rebel or by United States authority from one road to another, are left for decision of the courts. The United States merely retires, leaving the lawful owners to resume their property. Such material as had been collected for repair or construction, and not used, and such as was in depot, has been sold to the companies at a fair valuation, and upon credit of greater or less extent, as circumstances seemed to require.

The department does not propose to charge the railroads for expenditures or repairs, or for materials actually used on the roads; nor does it propose to allow any charge against it for the use and profits of the roads while occupied as military routes, nor for damages done by its troops or agents under the pressure of military operations.

A railroad is an engine of war more powerful than a battery of artillery, subject to capture and to use; and there is, it would seem, as little reason for paying damages or rent for its occupation and use as there would be for a captured battery.

The rolling stock and movable machinery have been hired to the railroads desiring their use, until arrangements could be made for a sale. Most of that collected in the Atlantic States has at this date been disposed of at public auction, either for cash or in payment of debts for transportation due by the department to railroads.

In the southwest the rolling stock belonging to the United States, some two hundred and twenty engines and three thousand cars, was all of the wide gauge, fitted for the southern roads. It could not be used without expensive alterations upon the northern railroads, and these could not be expected, therefore, to purchase it at prices approaching its value.

The railroads and the territory of the southwest were too much impoverished by the events of the unsuccessful rebellion to be able to purchase for cash the rolling stock and machinery which had cost this department several millions of dollars.

The reconstruction of the southwestern railroads, and their operation, were of the greatest importance to the pacification, restoration, and prosperity of the country, and on the 8th August an Executive order was issued prescribing the terms upon which these railroads should be restored to their lawful owners.

Difficulties having arisen in carrying this into full effect, additional orders were issued on the 14th October, 1865.

Under these orders the railroads and the railroad property of the department, in the southwest, are being disposed of. Copies of the orders, as published by this department, for the information and guidance of its officers, accompany this report; they are General Orders of the War Department, No. 276, 1863, and Quartermaster General's Office, Nos. 56 and 62, 1865.

This branch of the service has been a very costly one, but its expenditures have accomplished their objects. They have supplied our armies, and have enabled them to move and accomplish in weeks what without them would have required years, or would have been impossible.

Of the skill and ability of General D. C. McCallum, director and general manager of United States military railroads, and of the able body of engineers, superintendents, and assistants, who have enabled the department to repair, to build, and to manage the railroads during these great operations, it is impossible to speak too highly.

The commanding generals of armies as well as the Quartermaster General recognize their courage and devotion, their services, and their merits.

TELEGRAPH

The military telegraph has continued to be a most important instrument in the conduct of military operations. Its officers have shown the same fidelity and devotion as in former years.

Colonel Anson Stager has been chief of the military telegraph, and Major Thomas T. Eckert, assistant quartermaster, has been assistant superintendent, on duty at the War Department, and in charge of all telegraph lines in the departments of the Potomac, Virginia, North Carolina and the south.

The funds for the support of the military telegraph are furnished from the appropriations of the Quartermaster Department, and are disbursed under the direction of the chief of military telegraphs, whose reports, with those of his assistants, are submitted herewith.

The duties of these officers have brought them more directly under the notice of the Secretary of War than of the Quartermaster General, and their merits are well known to the War Department.

Expenditures during the year were \$300,000, for material and supplies, of which about \$130,000 was expended for purchase of 285 miles of submarine telegraph cable for use in case of necessity upon the coast and bays. The greater part of this is still on hand.

Referring to Colonel Stager's report herewith, it appears that the estimated cost of supplying and maintaining and operating military lines now in use is \$75,000 per month.

	Land.	Submarine.	
Miles of military telegraph in operation July 1, 1864.	4, 955 $\frac{1}{4}$	52 $\frac{3}{4}$	
Constructed during the year	3, 246 $\frac{1}{2}$	68 $\frac{3}{4}$	
Total number of miles in operation during the fiscal			
year ending June 30, 1865	8, 201 $\frac{3}{4}$	121 $\frac{1}{2}$	
Total			8, 323 $\frac{1}{4}$

Taken down or abandoned during the year	2, 049	46 $\frac{1}{4}$	
Total number of miles in operation June 30, 1865...	6, 152 $\frac{3}{4}$	75 $\frac{1}{4}$	
Total miles			6, 228

During the rebellion there have been constructed and operated about fifteen thousand miles of military telegraph.

The cost of the military telegraph from 1st May, 1861, to 1st December, 1862, was about \$22,000 per month.

During the year 1863, it averaged \$38,500 per month.

In 1864, the telegraph was greatly extended, and the cost reached \$93,500 per month.

The total expenditure during the year ending 30th June, 1865, has been \$1,360,000.

The total expenditure from 1st May, 1861, to 30th June, 1865, \$2,655,500.

Upon the fall of the rebellion the telegraph lines throughout the South were taken possession of by the government. The telegraph companies were called upon to repair their lines and put them in good working order, furnishing all labor and material therefor. The United States to be at no outlay beyond the expense of maintaining purely military lines and military stations. An account of government business is kept, subject to future consideration or settlement.

FORAGE, FUEL, AND REGULAR SUPPLIES.

From the records in this office it appears that the armies in the field required, under the organization prevailing during the third year of the war, for the use of cavalry, artillery, and for the trains, one half as many horses and mules as they contained soldiers.

The full ration of forage for a horse is fourteen pounds of hay and twelve pounds of grain daily—26 pounds in all. The gross weight of a man's ration of subsistence is three pounds; the forage for an army therefore weighs, when full rations are supplied, about four and a half times as much as the subsistence stores.

The forage, probably, exceeds the subsistence as much in bulk as in weight.

With armies marching in the field, the forage is in great part gathered along the line of march.

Thus the army of General Sherman, on its march through the southern States, supplied itself with abundant forage. The moment that the army halted, as at Savannah and at Goldsboro', large shipments of grain and hay were necessary to keep the animals alive.

So the army which operated in the vicinity of Nashville, and General Sherman's army during its slow progress from Nashville to Atlanta, and during the siege of that city, drew immense quantities of grain and hay from the Ohio river, at vast expense.

The armies operating against Richmond during the past fiscal year, occupied a fixed position in the lines of their fortified camps, and drew all their supplies from the north by sea.

The animals of the army have been well supplied throughout the year, notwithstanding the extent of the territory over which they have been scattered, and the sudden and great changes of base, and consequently of lines of supply.

When General Sherman's army reached Savannah, and before the opening of the obstructed channels leading to that city permitted the approach of the fleet which had been despatched to Port Royal, laden with forage and other stores, there was for a short time a scarcity of forage. The rice straw and rice which alone the country about Savannah furnished were soon consumed, and I am

informed that some artillery horses perished. But the opening of the river soon enabled the department to deliver ample supplies, and his army moved north with abundance of animals and of food.

Colonel S. L. Brown was placed in charge of the purchase and supply of forage to the armies on the Atlantic coast in December, 1863; and upon the organization of the Fifth Division of this office was transferred to its head. His administration has been successful, and his reports record a business of magnitude and importance seldom equalled. Between the 8th of December, 1862, and the 30th of June, 1865, he purchased and shipped to the depots and armies 2,787,758 bushels of corn, 20,997,289 bushels of oats, 43,311 bushels of barley, 269,814 tons of hay, 8,243 tons of straw; the cost of which was \$31,308,563 98. The grain was purchased at certain points, under the direction of Colonel Brown, and transported to Portland, Boston, New York, and Philadelphia, by rail, canal, river, and lake, making 8,567 car loads, 560 barge loads by canal, and 49 schooner, 29 bark, and 20 propeller cargoes on the lakes. The hay, purchased upon the line of railroad, was transported to the coast in 5,555 car loads. The whole was reshipped from the above-named ports to the depots of the armies on the coast in 2,570 cargoes. The freight paid to these vessels was \$2,576,152 14.

Daily reports from the depots of the various armies, when daily mail or telegraphic communication was open, have been required, and have kept this office advised of the state of supply. Contracts made at a distance have been subjected to a careful examination by Colonel Brown himself, and every effort made to correct and prevent extravagance and fraud, both in the purchase and consumption of forage.

The loss by wastage, fire, and perils of the sea, upon shipments of forage amounting to twenty-five millions of dollars, has been less than seven-eighths of one per cent.—about eighty-three hundredths of one per cent. That there has been waste is undeniable; but in the handling of thirty millions of bushels of grain, and its daily distribution to the mangers or nosebags of every horse or mule in the public service, over a country of two thousand miles in width, this was unavoidable.

The abstracts with the report of the fifth division show, as approximate results, that during the fiscal year there have been supplied to the army—

5, 902, 273 bushels of corn, costing	\$8, 558, 296 00
23, 794, 930 bushels of oats, costing	23, 794, 930 00
43, 311 bushels of barley, costing	64, 967 00
407, 799 tons of hay, costing	13, 049, 568 00
10, 665 tons of straw, costing	213, 300 00
146 tons of feed, costing	219 00
614 tons of fodder, costing	304 00
Forage.....	<u>45, 681, 584 00</u>

Fuel for the troops has, generally, in the field, been cut by themselves. At positions held for some time, and not in the enemy's territory, it is supplied by contract, the labor of troops being employed in different degrees, according as the exigencies of military duty, in the view of commanding generals, will permit.

Fuel for steam-vessels is procured, by contract, principally at Philadelphia and Pittsburg.

The reports in the fifth division show an aggregate of supplies of fuel during the fiscal year of—

336, 169 cords of wood, costing	\$1, 680, 840 00
832, 452 tons of coal, costing	8, 324, 520 00

These numbers, however, are imperfect, and subject, probably, to important increase upon a complete examination and analysis of the records and reports and accounts of officers.

The reports from the depot of Washington show the issue during the war of—

Corn	4, 500, 000 bushels.
Oats	29, 000, 000 “
Hay	490, 000 tons.
Straw	15, 000 “
Coal	392, 000 “
Wood	210, 000 cords.

Captain E. D. Chapman, forage officer at St. Louis, reports the purchases of forage at that depot during the war of—

Corn	3, 847, 480 bushels.
Oats	17, 403, 778 “
Hay	213, 216 tons.
Straw	3, 206 “

But I am of opinion that there have been many purchases of which Captain Chapman cannot have knowledge, and that the quantity actually purchased at that depot is considerably greater than above stated.

Imperfect analyses of contracts and reports in this office indicate a supply of forage during the war exceeding—

22, 816, 271 bushels of corn, costing	\$29, 879, 314 00
78, 663, 799 bushels of oats, costing	76, 362, 026 00
1, 518, 621 tons of hay, costing	48, 595, 872 00
21, 276 tons of straw, costing	425, 520 00

Total estimated cost of forage during the war, so far as ascertained from reports analyzed in this office	155, 262, 732 00
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But vast quantities of forage were purchased and issued at remote or subordinate posts, the accounts of which cannot be made up without a complete analysis of the vouchers of disbursing officers. Much was purchased or taken on the march by officers subsequently killed or disabled, or by officers not reporting to this department. For much of this, memorandum receipts were given; and these are among the claims continually reaching this office under the law of July 4, 1864.

The total quantity of fuel reported as purchased is—

Wood, 551, 436 cords, cost	\$2, 757, 180 00
Coal, 1, 620, 910 tons, cost	13, 777, 735 00

The wood was generally used near the place of purchase. The coal has been transported, at the expense of the department, from the market in which it was purchased to all the Atlantic, Gulf, and western river ports between St. Louis and Pittsburg.

CLAIMS FOR REGULAR SUPPLIES.

To the Fifth Division is intrusted the examination of claims for fuel, forage, and other regular supplies, irregularly taken by the armies, and not accounted for or imperfectly reported by officers of this department. Such of these as appear to be just and equitable are referred to the Third Auditor of the Treasury, with a recommendation for settlement, under the law of July 4, 1864.

A copy of General Order No. 35, which contains the rules for examination of these claims, accompanies this report.

These claims are examined as to the actual use of the supplies by the army, as to the past and present loyalty of the claimants and witnesses, and as to the genuineness of the signatures. Information as to loyalty is sought from pro-

vost marshals; and a very large number of claims is rejected upon evidence of disloyalty of both claimants and witnesses.

There have been received and referred to the fifth division from January 1 to October 16, 1865, 4,245 packages, containing 14,455 claims, vouchers given by officers of the Quartermaster's department, and claims presented under the act of July 4, 1864, and General Order No. 35.

HOSPITALS AND BARRACKS.

During the fiscal year hospitals of importance have been erected at

Indianapolis, at an estimated cost of.....	\$30,000
At Newark, New Jersey	70,000
Worcester, Mass., conversion of the Eclectic College into a hospital..	36,800
Manchester, N. H.	30,000
Hicks hospital, Baltimore.....	75,000
Nashville.....	25,000
Hilton Head hospital, extended.....	30,000

At the commencement of the fiscal year the capacity of the hospitals of the army was 120,521 beds. The capacity of the principal hospitals erected during the fiscal year is 7,300 beds.

By the pitching of hospital tents adjacent to the wooden hospitals, great additions to their capacity have been made.

Hospital buildings are erected, and hospital tents are furnished by the Quartermaster's department. The hospitals, after being constructed, are turned over to the Medical department, to be administered under direction of the Surgeon General. Repairs and extensions are made upon his requisition, approved by the War Department, as they become necessary.

When the hospitals are vacated they are returned to this department, to be sold or otherwise disposed of.

The hospitals throughout the country, (and during the war they have been located in almost every State) have been built by the Quartermaster's department upon plans generally prepared or suggested by the Surgeon General.

They are temporary structures built of wood with a view to economy, but from their magnitude some of them have been costly.

The Mower general hospital, at Chestnut Hill, Philadelphia, with a capacity for nearly four thousand patients; the hospital at David's Island, and that at Willet's Point, New York; the Jarvis and the Patterson Park hospitals, at Baltimore; the general hospital at Jeffersonville, Indiana; the several hospitals in the District of Columbia, and adjacent thereto; the hospitals at Fortress Monroe and at City Point, on the James river, and the hospitals at Nashville and at Chattanooga, Tennessee, are among the largest and most expensive which have been constructed by this department.

The material, wood, used in these hospitals is cheaper than any other, cheaper even than tents; but to provide for the cooking, warming, ventilating, and purification, of such numbers of sick men, requires at all these great general hospitals very extensive and costly arrangements for cooking, for laundries, and for supplying water in great abundance. Many of them are heated by steam; some are supplied with water from the pipes of city water-works, at others special provisions have been made for an independent water supply. Most of them have steam machinery for washing and for pumping. At one of these hospitals the daily consumption of water has exceeded 100,000 gallons.

The principal barracks erected during the year have been barracks for draft rendezvous.

Spring Mills, near Philadelphia.....	\$84,000
Slocum, New York	25,000
Johnson's Island, for guard of prisoners of war, Sandusky, Ohio.....	15,000

A depot for prisoners of war was also constructed on Hart's Island, N. Y.

Necessary repairs have been made from time to time upon these, and upon the numerous other barracks scattered throughout the country.

As the reduction of the army and cessation of enlistments have vacated the various barracks, they have been inspected and reported to the War Department, most of them with recommendation for sale.

Very large numbers of buildings erected as hospitals, storehouses, offices, and barracks have already been sold, and others are now being advertised for sale.

These sales are at public auction to the highest bidder. The materials generally bring fair prices, and a considerable sum will be realized from this source.

The Sixth Division of this office, which has charge of hospitals and barracks, is also charged with the records and reports of interments. Under General Order No. 40, of July 3, 1865, which, on the conclusion of the war, called upon officers of this department for special reports of the number of interments registered during the war, reports have been received from officers in seventeen States, including the District of Columbia.

They report the interments registered in their offices at 116,148. Of these there were whites, 95,803; colored, 20,345; loyal, 98,827; disloyal, 12,596; refugees, 600; contrabands, 4,125. These include few of the interments made immediately after battles, which are made by details of troops, and are reported by the commanding generals in the lists of killed in battle.

These are the records of those who die in hospitals, camps, and barracks, for whose burial there is time to make decent and orderly provision, under the general orders and regulations.

They do not include the numerous victims of skirmishes and of assassination by bushwhackers and robbers under the guise of guerillas, whose remains bleach by the way-sides and in the woodland paths of the south.

They do include, however, the 12,912 victims of the barbarities of Andersonville, Georgia, and the 1,500 whose graves were marked this spring upon the battle-fields of Spottsylvania and the Wilderness.

The National Soldiers' Cemetery, at Arlington, continues to be used for the interment of the victims of the rebellion who die in Washington or its vicinity. It contains the remains of 5,291 persons. The cemetery at the Military Asylum contains 5,211; Harmony Cemetery, 388; Battle Cemetery, 40; Alexandria Cemetery, 3,600. These cemeteries have been carefully tended and decorated. A cemetery has been constructed, under order of Major General G. H. Thomas, at Chattanooga, within the walls of which it is intended to collect the remains of all who fell in battle or died in hospital in that vicinity.

Captain J. M. Moore, assistant quartermaster, was, by your order, immediately upon the opening of communication, dispatched in a steamer, loaded with materials, with workmen, and clerks, to identify and mark in a suitable manner the graves of those who died at Andersonville. With the aid of a detail, furnished by Major General Wilson, this duty was performed.

The grounds in which 12,912 of our comrades had been buried in trenches, were enclosed; the bodies, where the earth had been washed from them by rains, were again covered. Headboards, painted white, were placed over each, bearing the name, rank, regiment, and State, with date of death, as ascertained from the captured hospital records.

12,461 were identified, and upon 451 graves Captain Moore was compelled to place the inscription "unknown U. S. soldier." His report is herewith.

The names of those who have been interred in the military cemeteries of the District of Columbia and of Washington have, by your authority, been published in a general order, which has been distributed to State authorities, public libraries, and to newspapers which publish official advertisements. The list is thus made accessible to the friends of those who have fallen.

The lists of interments at Spottsylvania and the Wilderness, and of those who

died at Andersonville, are being printed. As other lists are received at this office they will be submitted to you for publication.

It is reported unofficially that several thousand of our dead are buried at Florence, South Carolina, and at other prison camps of the south. As soon as arrangements can be made for the purpose, proper and decent attention will be given to their remains. Orders have been given for inspection of the cemeteries of other prison camps and of battle-fields. It is hoped that most of them can, in time, be enclosed and preserved.

SIXTH DIVISION—CLAIMS.

There have been presented to the Sixth Division two thousand four hundred and seventy-nine claims under the law of July 4, 1864. The amount claimed was \$1,587,181 47. Seven hundred and fifty-one of these claims, amounting to \$183,452 30, have after examination been referred to the Third Auditor, with recommendation for settlement under the law; one thousand and fifty-four have been rejected, amounting to \$446,163 32. Claims amounting to \$957,565 85, still await examination and final action in this division.

The sixth division has, since its organization, been under charge of Colonel J. J. Dana, of the Quartermaster's department, an officer who has in various positions during the war displayed signal intelligence and devotion to his duties. As chief of transportation at the great depot of Washington, as chief quartermaster of the first army corps during the campaign of Chancellorsville and Gettysburg and as assistant in this office, and after its organization chief of the sixth division, he has won the approval and esteem of his commanders.

MILITARY TRAINS.

The officer in charge of the Division of Military Trains reports from the returns of officers of the department, so far as received, that during the fiscal year ending June 30, 1864, there were purchased 14,549 wagons, 1,229 ambulances, 1,279 carts, 58,144 sets wheel harness, 87,480 sets lead harness, 5,255 sets irregular harness, 335 sets artillery harness, 1,702 sets cart harness, 60 travelling and 824 portable forges. There were captured from the rebels during the same fiscal year 1,541 wagons, 468 ambulances, 245 carts, 6 carriages, 6,661 sets wheel harness, 6,906 sets lead harness, 797 sets irregular harness, 119 sets artillery harness, 406 sets cart harness, 3 travelling and 73 portable forges. There were expended, lost, and sold during the year 2,372 wagons, 277 ambulances, 96 carts, 5 carriages, 17,907 sets wheel harness, 16,732 sets lead harness, 3,453 sets irregular harness, 393 sets artillery harness, 133 sets cart harness, 3 travelling and 229 portable forges.

During the fiscal year ending June 30, 1865, there were purchased 4,762 wagons, 1,436 ambulances, 247 carts, 13,215 sets wheel harness, 18,961 sets lead harness, 2,588 sets irregular harness, 4 sets artillery harness, 328 sets cart harness, 34 travelling and 890 portable forges. There were manufactured in the repair and other shops of the department 1,443 wagons, 79 carts, 14,152 sets wheel harness, 20,767 sets lead harness, 929 sets irregular harness, 34 sets artillery harness, and 173 cart harness. There were captured 1,599 wagons, 174 ambulances, 108 carts, 6,228 sets wheel harness, 7,770 sets lead harness, 867 sets irregular harness, 65 sets artillery harness, and 46 portable forges. There were expended, lost, and sold 2,211 wagons, 679 ambulances, 97 carts, 18,325 sets wheel harness, 23,254 sets lead harness, 1,583 sets irregular harness, 12 travelling and 432 portable forges.

The trains of the army had been brought to a high state of efficiency by the 30th June, 1864, and they were probably not increased in magnitude during the year, the purchase and manufacture serving only to keep them in a com-

plete and efficient state. Much of the harness and many of the wagons having been purchased early in the war, and in continual use, are worn and of little value.

The army of General Sherman and the army of the Potomac uniting at Washington, after four years of active campaign, in which the former had marched from the Mississippi to the Potomac, brought together in the District of Columbia army wagons of the regulation pattern which had been used at the first battle of Bull Run on 21st July, 1861, some of which had made all the campaigns of each army since.

The baggage wagons and harness, the general equipment of the trains of our armies, are probably of models which cannot be improved. They have borne the rough usage of war in the hands of men of little experience at first, and not willing to take that care of them which can be expected from and enforced upon the veteran soldier.

The experience of this war has convinced all officers of this department that for the army trains mules are much superior to horses, and of late the horses have almost entirely disappeared from the trains, being transferred to the cavalry or artillery and replaced by mules.

A copy of Special Orders No. 44, headquarters armies of the United States, City Point, Virginia, June 28, 1864, accompanies this report. It sets forth in detail and clearly the organization and size of the trains of an active army, as perfected by four years' experience in the field.

With this report are several reports from officers of this department giving information as to the movement and management of the trains of armies in campaigns. This information is seldom available to the military student. It is of great value, and should be printed for reference and use hereafter.

SEVENTH DIVISION—CLAIMS.

During the fiscal year ending June 30, 1865, and from the termination of that year to October 10, 1865, there were presented and referred to the seventh division of this office 11,494 claims, amounting to \$2,316,361 53; 4,337 were passed, amounting to \$1,239,872 23; 5,867 were rejected, amounting to \$950,455 66; 1,290 remain on file for further action, amounting to \$126,033 64.

The Seventh and Ninth Divisions of this office have been in charge of Colonel B. C. Card, whose intelligent and prompt discharge of the duties assigned to him have met my entire approbation. I have named him with others to you for the promotion which he richly merits.

TRANSPORTATION OVER THE PLAINS.

The troops operating on the great western plains, and in the mountain regions of New Mexico, Colorado, Utah, and Idaho, are supplied principally by the trains of the Quartermaster's department from depots established on the great routes of overland travel, to which depots supplies are conveyed by contract. The contractors are the freighters or merchants of the overland trade. This department has not statistics to show the extent of this traffic, but it has of late years increased with the development of the mines of the central region of the continent, until it has become a most important interest. Travellers by the stage from Denver to Fort Leavenworth, a distance of six hundred and eighty-three miles, in the month of July, 1865, were never out of sight of wagon trains, belonging either to emigrants or to the merchants who transport supplies for the War Department, for the Indian department, and for the mines and settlers of the central Territories.

The cost of transportation of a pound of corn, hay, clothing, subsistence, lumber, or any other necessary, from Fort Leavenworth—

To Fort Riley is.....	\$0 02 $\frac{46}{100}$
To Fort Union, the depot for New Mexico	14 $\frac{35}{100}$
To Santa Fé, New Mexico	16 $\frac{85}{100}$
To Fort Kearney	06 $\frac{44}{100}$
To Fort Laramie	14 $\frac{10}{100}$
To Denver City, Colorado	15 $\frac{43}{100}$
To Salt Lake City, Utah.....	27 $\frac{84}{100}$

The cost of a bushel of corn purchased at Fort Leavenworth, and delivered at each of these points, is as follows :

Fort Riley	\$2 79
Fort Union.....	9 44
Santa Fé.....	10 84
Fort Kearney.....	5 03
Fort Laramie.....	9 26
Denver City	10 05
Great Salt Lake City	17 00

To this last point none is now sent.

The expenses of this department will be reduced by the advance of the Pacific railroads, two of which are rapidly moving westward, one from Leavenworth toward Fort Riley, the other from Omaha toward Fort Kearney.

The present general mode of transport is by heavy wagons, each drawn by ten oxen. The loads of these wagons average fifty-five hundred pounds each. Lighter freight and passengers are carried by express in lighter wagons, drawn by mules, which animals are almost exclusively used in the winter when the grass is covered with snow.

The heavy trains in dry weather move readily over the prairie roads, which, outside the limits of the settlements, follow the best routes, and can make wide detours to avoid sloughs or wet places in the prairies.

The progress of settlement injures these roads. No laws appear to exist reserving the road bed on these great overland routes to the public.

The lines of survey of the public lands cross the trail at all angles, and each farmer is at liberty to fence in his tract according to the unyielding lines of his rectangular boundaries.

These overland trails, now well-beaten wagon tracks, were originally located upon the high and dry swells of the prairie, the most desirable land for agricultural purposes. They followed the best routes and sought the easiest crossings of the streams, low grounds and swamps. Near Leavenworth the progress of enclosure is driving them into the wet grounds, and greatly increases the difficulties of travel.

It is much to be desired that in all future land sales the great and long established trails, the highways across the continent, should be reserved from sale, and be devoted forever as public highways. A certain width on each side of them should be marked out by actual survey and reserved for this purpose. Wagon roads across the continent will always be needed, even when the railroads are completed.

The following is an estimate of the cost of transportation of military stores westward, across the plains, by contract, during the fiscal year ending June 30, 1865:

I.—Northern and western route :		
To Utah and posts on that route.....	\$1, 524, 119	00
II.—Southwestern route:		
To Fort Union, New Mexico, and posts on that route	\$1, 301, 400	
Posts in the interior of New Mexico.....	138, 178	
		1, 439, 578 00
Cost of the transportation of grain on above routes, where the grain was delivered by contractors, and the transportation entered into the price paid, same year—		
1.—Utah route	\$2, 526, 727	68
2.—New Mexico route.....	697, 101	69
		3, 223, 829 37
Cost of transportation of military stores across the plains, same year, by government trains—		
1.—Utah route	\$34, 600	
2.—New Mexico route	166, 730	
		201, 330 00
Total by contract and government trains.....	6, 388, 856	37

This expenditure would be reduced by the opening of railroads, by a sum which would aid materially in paying interest upon the cost of their construction.

The present season has been a very wet one upon the plains. In wet weather the heavy wagons are generally compelled to go into camp and wait patiently till dry weather makes the roads practicable. Any effort to move exhausts the animals and destroys the wagons, while the progress of such a train would not average in bad weather, over many portions of the roads, one mile a day. Trains from Fort Leavenworth to Denver City have this year occupied from forty-five to seventy-four days in the march.

DIVISION OF INSPECTION.

The Eighth Division of this office is the division of inspection. Its duties are delicate and difficult. It receives, registers, analyzes, and prepares for action of the Quartermaster General all reports of the regular inspectors, or of officers acting as inspectors under orders of the Quartermaster's department, and all reports of inspections of that department by the inspectors general of the army which may be referred to this office for action.

It keeps the roster of the officers of the Quartermaster's department, and keeps a careful and minute record of the service of all officers as reported to this office. It also prepares and records the general and special orders of the department, and its nominations for assignment to duty.

The organization of the inspectors of the Quartermaster's department provides for six inspectors, with the rank of colonel, and a chief of the division of inspection. Other officers of the department are placed on inspection duty from time to time, as their services are needed.

Since the cessation of hostilities a number of officers have been thus employed to collect the information necessary to compel great and necessary reductions in the establishment, which had been created during the war.

The report of Colonel G. V. Rutherford, chief of the division of inspection, which is herewith, gives in detail the operations of the office.

During the fiscal year 216 reports were received from the inspectors. Over eleven thousand inventories and reports of inspection of property recommended for sale or condemnation, and two hundred and ninety-three reports of boards of survey were received and acted on.

A record of the appointment, movements, services, and duties of each officer of the Quartermaster's department, and of reports of commanding officers and inspectors in relation to his performance of duty, has been kept. 591 annual reports of officers were rendered during the fiscal year, and 340 such reports have been received since its termination. From the information given in these reports, tables of quantities and of expenditures by officers have been prepared, which accompany this report.

Several boards for examination of officers of this department have been in session during the year. 243 officers have been examined, of whom 49 were reported by the boards as disqualified, and 194 as qualified.

On the 30th June, 1865, there were in the Quartermaster's department:

Regular officers.....	67	
Military storekeepers.....	11	
	—	78
Assistant quartermasters of volunteers.....		488
		—
Total, including 11 military storekeepers.....		566
		==

Many of these officers have, for distinguished services during the war, received brevet promotion beyond their lineal rank. Many have been assigned to important positions, to which, under the law, increased, though temporary rank is attached.

The report of the inspection division gives details as to the number of officers who have won such distinction. For the names I must refer to the tables accompanying this report, in which most of them are mentioned, and to the army register. During the fiscal year there were appointed five assistant quartermasters of the regular army, 145 assistant quartermasters of the volunteer army, and two military storekeepers.

During the fiscal year there retired from the service five assistant quartermasters of the regular army, and 203 assistant quartermasters of volunteers. Since the termination of the fiscal year, and to the 1st October, one assistant quartermaster of regulars, and one military storekeeper, and 172 assistant quartermasters of volunteers, have retired from the service, resigned, dismissed, or honorably mustered out.

The reduction is still going on rapidly, as troops are discharged and posts abandoned, and the services of these officers can be dispensed with. 382 officers in all left the service of the Quartermaster's department between the 1st July, 1864, and the 1st October, 1865.

The distribution of general orders to officers of the Quartermaster's department is part of the duty of the inspection division. It distributed during the fiscal year 177,289 copies of general orders, of which 124,177 were general orders of the Adjutant General's office.

Colonel Rutherford's vigilance and promptness in the discharge of his duties have been most important aids in the supervision of the extended operations of this department, and I am happy to acknowledge the recognition which they have met from the Secretary of War.

ACCOUNTS FOR MONEY AND PROPERTY.

The Assistant Quartermaster General has charge of the examination of the accounts of disbursing officers and of officers responsible for public property, (other than property accounts of clothing, camp, and garrison equipage, which latter accounts are examined in the division of clothing and equipage)

The chief of the Ninth Division reports that there were received at this office in the fiscal year ending 30th of June, 1862, 7,094 accounts, all of which have been examined and transmitted to the treasury for settlement.

In the year ending 30th June, 1863, there were received 29,153, all of which have been examined and transmitted to the treasury.

In the year ending 30th June, 1864, there were received 67,856 accounts; of these there have been examined and transmitted to the treasury 14,588. There remain to be examined 53,268.

In the year ending 30th June, 1865, there were received 72,299 accounts; of these there have been examined and transmitted to the treasury 12,424. There remain to be examined 59,875.

During the four years, July 1, 1861, to June 30, 1865, there were received in all 176,402 accounts; examined and sent to the treasury 63,259; remaining to be examined 113,143.

These are not single vouchers, but accounts, many of which contain hundreds, and some of them thousands, of single vouchers. They represent the expenditure of over one thousand millions of dollars in money, and the use and application of the property purchased therewith. The delay in their final settlement is injurious alike to the officer and to the government, and it is of great importance that their settlement be expedited by all the means in the power of the government. It is from the final examination and discussion of these accounts that the statistical information necessary to a proper understanding of the cost of the great war, now happily ended, is to be obtained. These accounts record the purchases of materials; the cost of movements by rail, river, and sea; the application of the materials purchased; the distance men and material were transported; the cost and extent of the hospitals, barracks, storehouses, and camps which have covered the country with buildings and canvas.

Reports made by officers are often imperfect; their accounts for purchases must be complete; and these accounts record the actual cost and the time of purchase of every article provided by the Quartermaster's department during the war, from the ocean steamer of 2,500 tons, to the saddler's or tent-maker's needle and thread.

In the last annual report of this department attention was called to the inadequate force provided by law for the prompt examination of officers' accounts, and a recommendation was made for the increase of that force by the addition of 170 clerks, classified as follows: 70 of class one, 60 of class two, 30 of class three, and 10 of class four. Another year's experience makes more urgent the necessity of this increase, and I repeat the recommendation of the last annual report.

MILITARY ORGANIZATION OF EMPLOYÉS OF THE QUARTERMASTER'S DEPARTMENT.

In the last annual report of this office I had the honor to report the services rendered, in the field, as soldiers, at Nashville, at Johnsonville, and at Washington city, by the quartermaster's volunteers, a military organization under your sanction, of the clerks, agents, and operatives of the Quartermaster's department at the principal depots. Since that report was written, the quartermaster's volunteers at Nashville, under the command of Brevet Brigadier General J. L. Donaldson, have again had the opportunity to render important service. Two brigades of these troops, 4,500 strong, were assigned a position in the operations of the 15th and 16th of December, 1864, the days of the decisive battle of Nashville, and so conducted themselves as to merit and receive the approval of their commanders.

The surrender of the rebel armies having made their services no longer necessary, the several brigades and regiments have been disbanded, and most of their members have, in the general reduction of the force employed, been discharged from service. The arms and equipments have been returned to the Ordnance department.

Colored men continued to the close of the war to be employed in connexion with the trains of the Quartermaster's department as laborers at depots, as pioneers with the marching columns. In all these positions they have done good service and materially contributed to that final victory which confirmed their freedom and saved our place among nations.

I cannot close this report without calling your attention to the services rendered by the officers and agents of this department. Some of these officers had at the beginning of the war the advantage of previous experience in the Quartermaster's department during former wars, but by far the greater part of them were taken from the occupations of civil life, without military training or experience. Many of them as the war went on were promoted from the ranks of the volunteers. A very few have proved unfaithful, but the great body of them have served laboriously and zealously, successfully and honorably.

Whether in the field or at the depot, there is no intermission to the labor and the responsibility of a quartermaster. In the field he is expected to overcome the difficulties of the road cut up by the passage of troops and artillery, and to run the gauntlet of a hostile population in the rear of the armies—a population exasperated by the loss of property taken by foragers. Often insufficiently guarded, upon his vigilance and energy depend the safety of his train and of the indispensable supplies which it bears. Long after the troops are at rest in their camps the quartermaster is upon the road.

At the depot of an army the reception, care, and distribution of the immense supplies of food, ammunition, and clothing, and all other equipment, all of which pass through the hands of the quartermaster, tax him night and day. He is held to strict accountability for every item of the stores which pass through his hands.

In the greater depots which have been during the war the centres at which the business of providing for the army has been concentrated, the officers in charge have borne the responsibility of disbursing millions of dollars, collecting, auditing, and settling the vouchers issued by officers at smaller depots and in the field, and purchasing the stores to be distributed to armies through wide districts. Some of these officers have transacted business to the amount of millions monthly. From officers of every rank, from those in charge of the great centres of manufacture and purchase at the principal cities, from those to whom has been committed only the care of the property and trains of a single brigade, I have received and I recognize cordial support and assistance in the business committed to this department.

It is well understood among soldiers, that upon the efficiency and integrity of the supply branches of the service, depends in a great degree, the power to make long marches, the health and efficiency of the troops.

I have imperfectly set forth in this report, some of the more important operations of the Quartermaster's department during the past year. I hope at a future time to be able to present to you more complete and detailed information of the extent of the resources, in material and men and money, which, under your administration of the War Department, have been applied to support and sustain the armies in every part of the wide field of operation, during the past four years of war.

This information properly digested, if published, will stand before the world as an example and a warning of the power and resources of a free people, for any contest into which they heartily enter, and from it the soldier and statesman will be able to draw valuable lessons for use, in case it ever again becomes necessary for this nation to put forth its strength in arms.

The merits and services of many of the officers of the department have been presented to you by myself, or by the generals under whom they have served in the field. I acknowledge the kindness with which their claims and my recommendations have been considered, and thank you for the recognition which has

been given by their promotion of the services of the department which I have had the honor to control.

I transmit, herewith, reports of officers, with many tables, giving in detail information of value in relation to the operations of the department. To these I respectfully call your attention.

All of which is respectfully submitted.

M. C. MEIGS,

Brevet Major General U. S. A., Quartermaster General.

Hon. EDWIN M. STANTON,

Secretary of War.

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No. 1.

On the 30th June, 1864, the termination of the preceding fiscal year, the balances in the hands of officers (after deducting the disbursements ascertained from accounts which had passed the required administrative examination of this office) amounted, as stated in the last annual report, to..... \$296,968,869 36

From which there is to be made a further deduction of the amount of disbursements, as ascertained from accounts for periods prior to and of the fiscal year ending June 30, 1864, which had been received and registered, but of which the required administrative examination had not been made, viz:

Prior to the fiscal year \$26,096,345 50

During the fiscal year..... 201,064,148 97

\$227,160,494 47

Less amount shown to have been received from sales of property, rent of buildings, &c.....

5,820,943 99

221,339,550 48

Leaving an outstanding balance due June 30, 1864, of..... 75,629,318 88

Which was made up as follows viz:

1st. Amount of requisitions drawn during the fiscal year 1864, the accounts for disbursement of which had not been received at this office.....

31,317,806 00

A large portion of this, although remitted during the fiscal year, could not have been received before its termination, and could not, therefore, be accounted for during that fiscal year; the greater portion had doubtless been accounted for direct to the proper accounting officer of the Treasury Department, as required by the act of Congress approved July 17, 1862.

2d. Amount in the hands of officers, to be accounted for hereafter.....

44,311,512 88

75,629,318 88

Of this latter amount, the sum of three million three hundred and seventy-eight thousand two hundred and seventy-nine dollars and eighty-seven cents was amount of requisitions drawn during the fiscal years 1862 and 1863 in favor of officers, not taken up in their accounts received at this office, viz:

In the fiscal year 1862..... \$1,579,471 87

In the fiscal year 1863 1,798,799 00

3,378,270 87

The sum of twenty-four million three hundred and thirty-six thousand eight hundred and forty-nine dollars and eighty cents was amount in hands of officers unaccounted for (as ascertained from balances found due the government upon examination of the last accounts received and from receipts for advances made to officers for disbursement during the fiscal year 1864) by officers whose accounts had been rendered.....

24,336,849 80

Of this amount, the sum of twenty million eight hundred and ninety-five thousand nine hundred and sixty-seven dollars and seventy cents was the amount of balances found due the government upon examination of the last accounts received in the fiscal year 1864.....

20,895,967 70

The balance, three million four hundred and forty thousand eight hundred and eighty-two dollars and ten cents, was the amount of the receipts for advances made to officers for disbursement during the fiscal year 1864, not taken up in the accounts received at this office, as before stated.....

3,440,882 10

The greater portion of this had probably been accounted for direct to the proper accounting officers of the Treasury Department as required by the act of Congress before referred to. The remainder was distributed among the officers disbursing at the various posts and stations, and in the field, and was applicable to the payment of debts contracted during the year. It was.....

\$16,596,392 21

Total amount, as above.....

44,311,512 88

Balance for which the accounts had not received the required administrative examination of this office, as above reported.....

296,968,869 36

To which are to be added—

1st. Remittances in July, 1864..... \$38,584,250 00
 Remittances in August, 1864..... 32,976,611 00
 Remittances in September, 1864.... 25,476,722 41
 Remittances in October, 1864..... 24,151,957 00
 Remittances in November, 1864.... 35,704,491 00
 Remittances in December, 1864.... 41,124,342 60
 Remittances in January, 1865..... 7,466,063 10
 Remittances in February, 1865..... 600,000 00
 Remittances in March, 1865..... 90,341,901 94
 Remittances in April, 1865..... 49,813,329 76
 Remittances in May, 1865..... 59,880,447 72
 Remittances in June, 1865..... 25,585,940 91

431,706,057 44

2d. Proceeds of sales of property, rents of buildings, &c.....

3,620,997 88

Total to be accounted for.....

732,295,924 68

From which are to be deducted the disbursements by officers, ascertained from accounts which have passed the required administrative examination of this office, viz:

Prior to the fiscal year, (the accounts for which had not passed the required administrative examination in time for the last annual report).....

\$167,746,758 97

In the month of July, 1864..... 12,815,518 03
 In the month of August, 1864..... 16,971,042 31
 In the month of September, 1864..... 11,254,975 51
 In the month of October, 1864..... 8,062,686 55
 In the month of November, 1864..... 2,553,155 61
 In the month of December, 1864..... 3,176,591 08
 In the month of January, 1865..... 853,742 04
 In the month of February, 1865..... 1,367,986 64
 In the month of March, 1865..... 480,870 03
 In the month of April, 1865..... 263,275 35
 In the month of May, 1865..... 369,061 42
 In the month of June, 1865..... 203,698 70

226,119,362 24

Balance due June 30, 1865.....

506,176,562 44

From which there is to be made a further deduction of the amount of disbursements, as ascertained from accounts for periods prior to and in the fiscal year ending June 30, 1865, which have been received and registered, but of which the required administrative examination has not been made, viz:

Amount prior to the fiscal year 1865....

82,446,154 51

Amount in the fiscal year 1865.....

375,932,714 71

Total.....

458 378,899 22

Less amount shown to have been received from sales of property, rent of buildings, &c.....

\$12,005,976 93

\$446,372,922 29

Leaving an outstanding balance due June 30, 1865, of \$59,803 640 15

Which is made up as follows, viz:

1st. Amount of requisitions drawn in favor of officers and not taken up in their accounts received at this office, viz:

In the fiscal year 1862..... \$996,287 87

In the fiscal year 1863..... 417,988 00

In the fiscal year 1864..... 447,916 00

In the fiscal year 1865..... 8,528,557 99

Total..... 10,390,749 86

2d. Amount of advances made to officers for disbursements not taken up, as ascertained from the accounts received at this office, viz:

In the fiscal year 1864..... 615,660 55

In the fiscal year 1865..... 4,176,717 71

Total..... 4,792,378 26

3d. Amount in the hands of officers and agents, accounted for as balances due the government, ascertained upon examination of their last accounts received.....

44,620,512 03

The amounts paid during the fiscal year ending June 30, 1865, (including those for purchases made and services rendered in the preceding fiscal year, and not included in the last annual report,) as ascertained from the accounts which passed the required administrative examination of this office, were, viz:

1st. For regular supplies, viz:

Fuel..... \$3,159,423 61

Forage..... 50,584,487 59

Straw..... 191,175 28

Stationery..... 618,688 65

54,553,775 08

2d. For incidental expenses of the army, viz:

Postage..... 150,379 92

Expenses of courts-martial..... 203,836 79

Express and escorts..... 21,650 46

Burial expenses..... 128,940 12

Guides, interpreters, and spies..... 167,262 43

Clerks and agents..... 1,883,582 07

Pay of wagon and forage masters... 4,116 61

Laborers..... 4,012,721 91

Soldiers on constant labor..... 378,428 22

Hire of veterinary surgeons..... 28,041 01

Office furniture..... 90,961 54

Medicines for horses and other animals..... 107,522 79

Forges, blacksmiths' and shoeing tools..... 131,740 55

Horse and mule shoes, nails, iron, and steel, for shoeing..... 1,580,337 68

Picket rope..... 457 36

Apprehension of deserters..... 450,202 16

9,340,181 62

3d. Cavalry and artillery horses.....

10,749,054 35

4th. Transportation and supply of prisoners, &c.....

156,240 39

5th. Telegraph for military purposes, and expenses in operating the same.....

245,420 27

6th. Barracks and quarters, viz:			
For rent.....	\$1,562,140 28		
For repairs and construction.....	5,778,531 51		
		\$7,340,671 79	
7th. Mileage—transportation of officers and baggage....		258,073 94	
8th. Transportation, viz:			
Of clothing.....	\$268,588 38		
Of subsistence	1,620,087 39		
Of ordnance.....	476,235 38		
Of troops and supplies.....	80,776,781 72		
		83,141,692 87	
9th. Purchase of stoves.....		309,623 71	
10th. For material for and amount expended in the purchase and preparation of clothing, camp and garrison equipage.....		59,307,028 77	
11th. Collecting, drilling, and organizing volunteers.....		9,292 08	
12th. For the construction and maintenance of the gun-boat fleet proper.....		295,177 91	
13th. For the purchase, construction, and maintenance of steam rams.....		190,918 25	
14th. Special expenditures for other departments, and under special appropriations, viz:			
For Medical department.....	\$86,881 86		
For Ordnance department.....	27,921 63		
For Pay department.....	9,937 14		
For Subsistence department.....	2,449 53		
For Engineer department.....	30,675 33		
For Adjutant General's department.....	2,564 50		
For army contingencies.....	89,515 15		
For Provost Marshal General's department.....	4,220 46		
For signal service.....	175 88		
		60,366,382 20	
			226,151,492 51
Less amount of errors, &c., ascertained in officers' accounts.....			32,130 27
Total.....			\$226,119 362 24

From the above statement it will be seen that during the past year, accounts to the amount of \$226,119,362 24 have passed the official examination of this office, prior to transmission to the treasury for final examination and settlement. They number 7,066; and 12,189 accounts remain in this office to be examined, relating to disbursements, amounting to \$158,378,899 22.

During the year preceding the last annual report from this office the accounts examined and transmitted to the treasury covered disbursements to the amount of \$284,809,697 72.

Abstract of appropriations for the Quartermaster's department for the fiscal years 1862, '63, '64, '65, '66, including arrearages for 1861.

Heads of appropriations.	Appropriation for the fiscal year ending June 30, 1862, including arrearages for 1861.	January 15, war warrant.	Appropriation March 18, 1862, war warrant, act of February 25, 1862.	Appropriation March 27, 1862, war warrant, act of February 25, 1862.	Appropriation for the fiscal year ending June 30, 1863.	Deficiency bill for the fiscal year ending June 30, 1863.	Appropriation for the fiscal year ending June 30, 1864.	Deficiency bill for the fiscal year ending June 30, 1864.	Appropriation for the fiscal year ending June 30, 1865.	Deficiency bill for the fiscal year ending June 30, 1865.	Appropriation for the fiscal year ending June 30, 1866.	Totals.
Quartermaster's department.....	\$14,265,059 37	.....	.....	\$13,000,000	\$36,912,000 00	\$6,000,000	\$67,217,791 00	\$18,500,000	\$60,000,000	\$20,000,000	\$50,000,000	\$285,894,850 37
Incidental expenses of the Quartermaster's department.....	7,666,666 00	.....	.....	6,000,000	20,836,750 00	.....	19,125,000 00	2,000,000	13,000,000	1,000,000	10,000,000	79,628,416 00
Purchase of horses.....	10,514,500 00	.....	\$1,661,040 00	5,000,000	5,400,000 00	11,000,000	23,189,375 00	17,500,000	21,000,000	7,600,000	21,000,000	123,864,915 00
Barracks, quarters, &c.....	1,500,000 00	.....	.....	500,000	4,234,000 00	1,730,000	8,000,000 00	3,500,000	5,000,000	2,000,000	5,000,000	31,464,000 00
Transportation of the army.....	16,220,954 00	.....	14,881,000 00	22,000,000	40,000,000 00	25,000,000	56,500,000 00	30,000,000	40,000,000	19,856,137	30,000,000	294,458,091 00
Transportation of officers' baggage.....	500,000 00	.....	.....	.....	1,291,600 00	.....	1,000,000 00	100,000	700,000	.....	500,000	4,091,600 00
Clothing of the army.....	13,416,037 02	.....	12,173,546 77	29,000,000	39,322,513 25	27,136,000	76,281,911 54	7,000,000	58,000,000	30,000,000	50,000,000	342,330,008 58
Military telegraph.....	.....	.....	.....	.....	500,000 00	.....	500,000 00	.....	275,000	725,000	500,000	2,500,000 00
Transportation of prisoners.....	.....	.....	.....	1,000,000	3,373,728 00	.....	1,500,000 00	.....	900,000	2,000,000	1,000,000	9,773,728 00
Appropriation for stoves.....	.....	.....	.....	.....	90,000 00	.....	140,000 00	.....	100,000	.....	100,000	430,000 00
Collecting, organizing, and drilling volunteers.....	.....	\$5,000,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	5,000,000 00
Construction, &c., of steam-rans.....	.....	.....	.....	.....	580,000 00	450,000	.....	.....	275,000	.....	.....	1,305,000 00
Gunboats for western rivers.....	1,000,000 00	.....	.....	.....	2,560,000 00	.....	.....	.....	.....	.....	.....	3,560,000 00
Contingencies of the army.....	200,000 00	.....	.....	.....	500,000 00	.....	600,000 00	.....	400,000	.....	400,000	2,100,000 00
Special appropriation entered May 23, 1864, for clothing, &c., of 100-day volunteers.....	65,083,216 39	5,000,000	28,715,586 77	76,500,000	155,100,591 25	71,316,000	253,454,077 54	78,600,000	199,250,000	83,181,137	168,100,000	1,184,300,608 95
												5,000,000 00

NOTE.—Appropriations for contingencies of the army, though included in the annual estimates of the Quartermaster General, have not of late years been expended under his direction; they are not, therefore, included in the summing up of the appropriations for the Quartermaster's department in this table.

No. 2.

QUARTERMASTER GENERAL'S OFFICE,
First Division, Washington, D. C., October 17, 1865.

GENERAL: In compliance with General Orders No. 39, Quartermaster General's Office, dated July 1, 1865, I have the honor to submit the following annual report, embracing the operations of this division for the fiscal year ending June 30, 1865, together with general statements of operations up to the present date, as required by circular from the Quartermaster General, of the 24th of July, 1865.

My annual report for the fiscal year ending June 30, 1864, was forwarded to the Quartermaster General, from this division, on the 27th of September, 1864.

During the last fiscal year, and up to the present time, I have been stationed at Washington, D. C., continuing to perform the duties of chief quartermaster of the Cavalry bureau, to which I had been assigned, by order of the War Department, on the 27th of December, 1863, relieving Lieutenant Colonel C. G. Sawtelle. In addition to these duties, I have, since the 2d of August, 1864, performed those pertaining to the office of colonel and brevet brigadier general in charge of the First Division of the Quartermaster General's Office, having been assigned, by order of the War Department, to these duties at the date just mentioned, under the act of Congress of July 4, 1864, to provide for the better organization of the Quartermaster's Department.

As chief quartermaster of the Cavalry Bureau, I was charged with the purchase and supply of all animals required for the cavalry branch of the service, under the immediate orders of Major General H. W. Halleck, chief of staff, and subsequently under those of Lieutenant General Grant. As the officer in charge of the First Division of the Quartermaster General's Office, I was charged with the purchase, procurement, and disposition of horses and mules for cavalry, artillery, wagon and ambulance trains, and all other purposes for which horses and mules may be procured for the armies of the United States. The duties of both these assignments I still continue to discharge.

It is a source of great satisfaction to me that, during the great campaigns immediately preceding the downfall of the rebellion, as indeed in preceding operations against the enemy, the Cavalry Bureau and this division were enabled, with the energetic co-operation of the various quartermasters and assistant quartermasters at the several purchasing depots under my direction, to meet promptly all requisitions for the supply of public animals to our gallant armies in the field. The animals thus furnished were generally of a very good quality, owing to the rigid character of the inspection made by the inspecting officers, who were governed in their actions by General Orders No. 43, of the Quartermaster General, series 1864. As the war progressed, those furnished to the armies of the Potomac and James especially were so superior as to elicit the commendation of Brevet Major General Rufus Ingalls, chief quartermaster, from whose indorsement of November 30, 1864, forwarding estimate of public animals required for these armies for the month of December, 1864, the following is an extract:

"The supply (of animals) is already very good, and it is proper to state that the artillery and cavalry horses sent to these armies during the past three months have been the best we have received during the war."

Testimonials of a similar character were received during the past year from chief quartermasters in the armies of the south and southwest.

The business of my office does not require the rendition of either of the statements called for in paragraphs 3, 5, 6, 7, 8, 9, 10, and 11, of General Orders No. 39, Quartermaster General's Office, current series.

It will be seen, by statement herewith, that under the immediate direction of the several officers in charge of purchasing depots within the control of the Cavalry bureau and First Division Quartermaster General's Office, there were purchased as follows, viz:

CAVALRY HORSES.

From January 1, 1864, to June 30, 1864, per last report.....	48,719
From January 1, 1864, to June 30, 1864, per reports subsequently received.....	3,037
Total from January 1, 1864, to June 30, 1864.....	51,756
From June 30, 1864 to December 31, 1864.....	98,555
From Jan. 1, 1865, to May 9, 1865, when purchase ceased..	43,077
Total purchased during the year ending June 30, 1865	141,632
Total purchased from January 1, 1864, to May 9, 1865.....	193,388

ARTILLERY HORSES.

From September 1, 1864, to December 31, 1864.....	12,453
From January 1, 1865, to May 9, 1865.....	8,261
Total purchased from Sept. 1, 1864, to May 9, 1865 ..	20,714

MULES.

From September 1, 1864, to December 31, 1864.....	20,711
From January 1, 1865, to May 9, 1865.....	25,210
Total purchased from September 1, 1864, to May 9, 1865....	45,921

There are no records on file in this office by which the number of animals purchased by the Cavalry Bureau, prior to January 1, 1864, can be determined.

Reports to this office of purchases of artillery horses and mules date from September 1, 1864.

During the fiscal year ending June 30, 1865, the prices paid for cavalry horses ranged from \$144 per head (the lowest contract price) to \$185 per head, (the highest market price) From September 1, 1864, to June 30, 1865, the prices paid for artillery horses ranged from \$161 to \$185 per head; and during the latter period the prices paid for mules ranged from \$170 to \$195 per head. The average (approximate) prices are given in the tabular statement herewith.

The following is a statement of the number of public animals sold and died at the several depots since the 1st of January, 1864, viz :

CAVALRY HORSES.

Sold from January 1, 1864, to June 30, 1864.....	5,845
Sold from June 30, 1864, to December 31, 1864.....	8,598
Sold from January 1, 1865, to June 30, 1865.....	25,627
Total sold from January 1, 1864, to June 30, 1865.....	40,070
Died from January 1, 1864, to June 30, 1864.....	8,434
Died from June 30, 1864, to December 31, 1864.....	13,662
Died from January 1, 1865, to June 30, 1865.....	16,181
Total died from January 1, 1864, to June 30, 1865.....	38,277

ARTILLERY HORSES.

Of artillery horses none were reported as sold from September 1, 1864, to June 30, 1865.

Died from September 1, 1864, to December 31, 1864.....	176
Died from January 1, 1865, to June 30, 1865.....	258
Total died from September 1, 1864, to June 30, 1865.....	<u>434</u>

MULES.

Sold from September 1, 1864, to December 31, 1864.....	287
Sold from January 1, 1865, to June 30, 1865.....	13, 192
Total sold from September 1, 1864, to June 30, 1865.....	<u>13, 479</u>
Died from September 1, 1864, to December 31, 1864.....	1, 230
Died from January 1, 1865, to June 30, 1865.....	6, 106
Total died from September 1, 1864, to June 30, 1865.....	<u>7, 336</u>

Of unserviceable stock received at depots for recuperation, the returns to this office are not sufficiently complete to enable me to pronounce the exact proportion restored to ability for service. Observations made at several depots during limited periods indicate sixty per cent. as about the proportion so restored. It is a matter of regret that although several attempts have been made by this office to procure returns of the destruction of animals in the field, such returns have not been obtained. Without doubt this destruction has been very great, especially in the army operating in the Shenandoah valley, under General Sheridan. The issues of cavalry horses to this force were at the rate of three remounts per annum.

Following this is the report of animals purchased and issued at the several depots referred to, and also statement of quartermasters' property, marked A.

Report of the purchase and issue of cavalry horses at depots under direction of the Cavalry Bureau, during the six months ending December 31, 1864.

Depots.	No. purchased.		Average price.	No. received.		No. issued.		Sold, died, destroyed, &c.	On hand—	
	Open market.	Contract.		Sundry sources.	From depots.	To depots.	To dep'tm'ts		July 1.	Dec. 31.
Albany	3,119		\$164 00	1		a 2,952			37	205
Augusta	135		150 00	3		a 119	3	22	45	39
Boston	783		158 00	23		a 823	8	2	75	48
Buffalo	1,203		159 00			a 1,176	1		39	65
Chicago	4,088		154 00	5		b 5,124	1	13		
Cincinnati		1,041	146 92					c 47	235	184
Cincinnati	5,558		153 00	85	d 3,627	e 8,415	f 2,396	g 586	4,035	1,571
Cincinnati								h 337		
Cleveland	1,443					i 1,442				
Columbus	1,717		153 00	6		i 2,064			368	27
Davenport	1,413		152 00							
Davenport		422	144 00			j 1,806	2		25	52
Detroit	3,582		150 00	1		k 3,883		26	465	139
Elmira	10,680		164 00	50		a 10,252	1	17	61	521
Fort Leavenworth ..	872		153 00				l 872			
Gallipolis	3,806		155 00	392		m 716	n 2,259	6	71	1,288
Giesboro'	3,424		174 82	29,316	o 32,258		p 40,912	q 12,960		
Giesboro'				r 1,545				s 3,630	4,315	13,356
Harrisburg	4,480		165 00							
Harrisburg		68	155 00	45		a 4,563		3	80	107
Indianapolis	3,586		153 00	80						
Indianapolis		2,000	157 15			t 5,611	48	5	88	90
Lexington	8,060			7,981	u 1,515	v 2,846	f 15,190	540	1,660	640
Louisville	4,335		154 00	4,749	x 24,989	y 5,656	f 20,882	z 2,991	145	4,689
Madison	1,365					j 1,349			12	28
Mattoon				20	782	j 782		aa 809	1,131	342
Milwaukie	569					j 569				
Nashville				10,186	bb 10,527	cc 5,852	f 14,861			
New York	3,232		164 00	16		a 3,127		2	19	138
Philadelphia	828		164 00	19		a 793	10	3		41
Pittsburg	1,506		164 00	48		a 1,544	50	1	88	47
Syracuse	4,123		159 00	7		a 3,950	50	8	85	207
Trenton	2,078		164 00			a 2,001		5	8	80
Wilmington	1,022		165 00	33		a 763	2			290
West Virginia	dd 4,673		156 00	1,714	ee 521		ff 5,576	gg 963	367	736
Rolla, Missouri				1,860		j 1,860				
St. Louis	13,334		159 00	3,410	hh 9,724	ii 3,904	jj 18,397	kk 3,298	4,053	4,932
Total	95,024	3,531		61,595			121,521	26,274	17,507	29,862

a To Giesboro' Depot.

b To St. Louis, 2,215; Louisville, 2,709; Nashville, 200—5,124.

c To artillery, 47.

d From Cleveland, 1,443; Columbus, 2,063; Lexington, 121—3,627.

e To St. Louis, 2,215; Louisville, 2,709; Nashville, 200—5,124.

f To Department of the Ohio.

g Sold, 107.

h Transferred to artillery, 337.

i To Cincinnati.

j To St. Louis.

k To St. Louis, 694; Louisville, 2,360; Nashville, 829—3,883.

l To Department of Kansas.

m To Giesboro', 195; Cumberland, 521—716.

n To Department of West Virginia.

o From Albany, 2,952; Augusta, 119; Boston, 823; Buffalo, 1,176; Elmira, 10,252; Gallipolis, 195; Harrisburg, 4,563; New York, 3,127; Philadelphia, 793; Pittsburg, 1,544; Syracuse, 3,950; Trenton, 2,001; Wilmington, 763—32,258.

p To Department of Washington, 3,506; Department of West Virginia, 11,265; Department of North Carolina, 720; Middle Department, 1,050; army of the Potomac and James, 24,371—40,912.

q Sold, 4,875.

r From artillery, 1,545.

s Transferred to artillery, 3,630.

t To St. Louis, 449; Louisville, 4,892; Nashville 270—5,611.

u From Cincinnati.

v To Cincinnati, 120; Louisville, 2,726—2,846.

w From Chicago, 2,709; Cincinnati, 5,500; Detroit, 2,360; Indianapolis, 4,892; Lexington, 2,726; Nashville, 5,852; St. Louis, 950—24,989.

y To Mattoon, 782; Nashville, 4,874—5,656.

z Sold, 1,118.

aa Sold 346 at Mattoon.

bb From Chicago, 200; Cincinnati, 1,400; Detroit, 829; Indianapolis, 270; Louisville, 4,874; St. Louis, 2,954—10,527.

cc To Louisville.

dd Only consolidated reports received from depots in West Virginia during 1864. The number on hand was distributed among the several depots of West Virginia during 1865.

ee From Gallipolis.

ff To Department of West Virginia.

gg Sold, 93; captured, 167.

hh From Chicago 2,215; Davenport, 1,806; Detroit, 694; Indianapolis, 449; Madison, 1,349; Mattoon, 782; Milwaukie, 569; Rolla, 1,860—9,724.

ii To Louisville, 950; Nashville, 2,954—3,904.

jj To Department of Missouri, 6,753; Department of Tennessee, 6,655; Department of Arkansas, 3,189; army of the Mississippi, 1,800—18,397.

kk Sold, 2,059.

NOTE.—The average prices noted on above report are only approximate. The departments named in the preceding and following reports are those that existed during the first half of the year 1864.

SUMMARY.

On hand at depots July 1, 1864.....	17,507	Issued to departments.....	121,521
Purchased July 1 to December 31, 1864....	98,555	Sold.....	8,598
Received from sundry sources.....	60,050	Lost, destroyed, and died.....	13,662
Received from artillery, (transferred).....	1,545	Transferred to artillery.....	4,014
		On hand December 31, 1864.....	29,862
Total.....	177,657	Total.....	177,657

Report of the purchase and issue of cavalry horses at depots under direction of the First Division Quartermaster General's office, during the six months ending June 30, 1865.

Depots.	No. purchased.		Average price.	No. received.		No. issued.		Sold, died, destroyed, &c.	On hand—	
	Open market.	Contract.		Sundry sources.	From depots.	To depots.	To departments.		Jan. 1.	June 30.
Albany.....	1,325		\$171 00			a 1,424		27	205	79
Augusta.....	548		153 00			a 573		3	39	11
Boston.....	578		165 00	25		a 610	b 20	12	48	9
Brattleboro'.....	278		162 00	90		a 345		c 19		4
Buffalo.....	1,571		167 00			a 1,611		d 25	65	
Chicago.....	1,929		158 00	4	1	e 2,069	2	13		
								f 18	184	16
Cincinnati.....	1,943		157 00	39	g 1,067	h 3,638	8	i 611		
								j 238	1,571	125
Cleveland.....	582		160 00			k 567		4		11
Columbus.....	683		160 00	40		l 688		62	27	
Cumberland.....	490		159 00	131			m 620	n 152	151	
Davenport.....	590		162 00			o 628		14	52	
Detroit.....	2,688		155 00			p 2,764				
	1,683	ponies.	100 00	1		q 1,325	r 366	s 56	139	
Elmira.....	2,373		170 00	5		a 2,737	34	t 128	521	
Fort Leavenworth.....	50		170 00	497	u 2,925		v 3,472			
Gallipolis.....	1,781		158 00	363		w 1,249	m 1,073	x 849	1,288	261
Giesboro'.....	1,024		176 00	23,966	y 21,078		aa 26,899	bb 835		
				z 1,681				cc 22,600	13,356	10,771
Harrisburg.....	2,050		171 00	137	dd 230	a 2,487	30	7	107	
Hagerstown.....						ee 390			390	
Hartford.....	42		160 00			a 42				
Indianapolis.....	1,291		159 00	2	ff 350	gg 1,367	6	hh 360	90	
Lexington.....	4,210		159 00	3,263		o 500	ii 5,318	jj 2,290	640	5
Louisville.....	1,770		157 00	3,456	kk 5,704	ll 4,069	ii 4,901	mm 6,381	4,689	1,683
				z 815						
Madison.....	774		154 00			o 801	1		28	
Mattoon.....						o 204		84	342	54
Milwaukie.....	231		155 00			nn 229	2			
Nashville.....	57				oo 3,366	pp 1,644	qq 1,779			
New Orleans.....	77		159 00	4,467	rr 3,200		ss 4,162	tt 1,670		1,912
New York.....	2,059		169 00	12		a 2,173	16	9	138	11
Philadelphia.....	1,053		171 00	7		a 1,069	6	12	41	14
Pittsburg.....	495		167 00	17		a 555		1	47	3
Portland.....	16		160 00			a 16				
Rolla.....	22		163 00			o 22				
Sandy Hook, Md.....	736		165 00	2,501	160	a 3,075		uu 322		
St. Louis.....	3,694		165 00	3,399	vv 9,951	ww 4,800	xx 10,720	yy 5,889	4,932	359
				z 331						
Syracuse.....	1,279		166 00			1,478		8	207	
Trenton.....	1,034		171 00			a 1,084		12	80	18
Wilmington.....	1,642		168 00	2		a 1,799		130	290	5
Wheeling.....	429		161 00				m 400	58	195	166
Total.....	43,077			45,251			59,835	43,438	29,862	14,917

a To Giesboro'.

b To Eastern Department.

c Sold, 7.

d Sold, 20.

e To St. Louis, 1,596; Louisville, 473—2,069.

f Transferred to artillery, 18.

g From Cleveland, 567; Gallipolis, 500—1,067.

h To Louisville, 2,130; St. Louis, 1,178; Nashville, 330—3,638.

i Sold, 449.

j Transferred to artillery, 238.

k To Cincinnati.

l To Louisville, 384; St. Louis, 304—688.

m To Department of West Virginia.

n Sold, 113.

o To St. Louis.

p To Louisville, 177; St. Louis, 2,587—2,764.

q Fort Leavenworth, 1,325 ponies.

r To Department of the Northwest, 366 ponies.

s Sold, 29.

t Sold, 56.

u From Detroit, 1,325; St. Louis, 1,600—2,925.

v To Department of Kansas.

w To St. Louis, 749; Cincinnati, 500—1,249.

Continuation of notes from preceding page.

x Sold, 638.
y From Albany, 1,424; Augusta, 573; Boston, 610; Brattleboro', 345; Buffalo, 1,611; Elmira, 2,737; Harrisburg, 2,487; Hartford, 42; New York, 2,173; Philadelphia, 1,069; Pittsburg, 555; Portland, 16; Sandy Hook, 3,075; Syracuse, 1,478; Trenton, 1,084; Wilmington, 1,799—21,078.
z From artillery.
aa To Department of North Carolina, 40; Department of Washington, 4,814; Department of West Virginia, 9,071; Department of Arkansas, 1,500; army of the Potomac and James, 11,474—26,899.
bb To artillery.
cc Sold, 13,216.
dd From Hagerstown.
ee To Harrisburg.
ff From Louisville.
gg To Louisville, 896; St. Louis, 471—1,367.
hh Sold, 356.
ii To Department of the Ohio.
jj Sold, 1,864.
kk From Chicago, 473; Cincinnati, 2,130; Columbus 384; Detroit, 177; Indianapolis, 896; Nashville, 1,644—5,704.

ll To Indianapolis, 350; Nashville, 3,036; St. Louis, 683—4,069.
mm Sold, 2,949.
nn To Chicago, 1; St. Louis, 228—229.
oo From Cincinnati, 330; Louisville, 3,036—3,366.
pp To Louisville.
qq To Department of the Cumberland.
rr From St. Louis.
ss To Department of the Gulf.
tt Sold, 833.
uu Sold, 130.
vv From Chicago, 1,596; Cincinnati, 1,178; Columbus, 304; Davenport, 628; Detroit, 2,587; Lexington, 500; Louisville, 683; Madison, 801; Mattoon, 204; Milwaukee, 228; Rolla, 22; Gallipolis, 749; Indianapolis, 471—9,951.
ww To Fort Leavenworth, 1,600; New Orleans, 3,200—4,800.
xx To Department of Missouri, 5,964; Department of the Gulf, 683; Department of Arkansas, 2,553; Department of Tennessee, 1,500—10,720.
yy Sold, 4,967.

SUMMARY.

On hand at depots January 1, 1865.....	29,862	Issued to departments	59,835
Purchased from January 1 to May 9, 1865 .	43,077	Sold	25,627
Received from sundry sources	42,424	Lost, destroyed, and died.....	16,181
Received from artillery, (transferred).....	2,827	Transferred to artillery.....	1,630
Total.....	118,190	On hand June 30, 1865.....	14,917
		Total.....	118,190

NOTE.—The average prices noted on above report are only approximate.

Report of the purchase and issue of mules at depots under direction of the First Division Quartermaster General's office, from September 1, 1864, to June 30, 1865.

Depots.	No. purchased.		Average price.	No. received.		No. issued.		Sold, died, and destroyed.	On hand—	
	Open market.	Cont'ct.		Sundry sources.	From depots.	To depots.	To dept'ts.		Sept. 1.	June 30.
Buffalo	62		\$170 00			a 62				
Chicago	1,323		170 00			a 1,298		3		22
Cincinnati	5,669		180 00	137		b 4,909	c 2,270	d 993	*3,054	688
Columbus	2,457		180 00	5		a 2,422				
Cumberland	10	124	170 00		f 49			e 22		142
Davenport	351	95	170 00				g 459	h 172	2	514
Harrisburg	885	197	173 00			i 548				
Fort Leavenworth		100	180 00	24						
Lexington	247		175 00	520	j 4,850	a 1,005		4		
Louisville	1,572			4,991		k 2,095	l 1,905	m 3,342	14	3,156
Indianapolis	3,756		173 00	7,685	595	n 3,874	o 2,131	p 2,877		5
Nashville	9,063			16	q 100	a 3,764	r 33	s 108	33	970
New Orleans				1,808	t 9,188	u 12,568	v 982		3,924	10,433
Philadelphia	6			2,844	q 1,200	w 1,117	x 166		392	3,153
Pittsburg		622	195 00	4			2			8
St. Louis	12,950		178 00	1,434	y 748	a 621	aa 1,711	bb 2,126		945
Syracuse	86		171 00			a 86				
Trenton	495		171 00			a 495				
Wilmington	701		175 00	16		a 683		cc 18		16
Wheeling	89		170 00			dd 49		1		39
Washington	3,226		180 00	36,616	ee 13,436					
		1,835	183 00			ff 37,620	gg 9,881		8,466	16,078
Total	42,948	2,973		57,089			61,911	20,815	15,885	36,169

a To Washington.
b To Louisville, 595; Nashville, 3,114; St. Louis, 200; Washington, 1,000—4,909.
c To Department Missouri, 2,000; Department Ohio, 70; Department Tennessee, 200—2,270.
d Sold, 403.
e Sold, 7.
f From Wheeling.
g To Department West Virginia.
h Sold, 96; lost by capture, 47.
i To St. Louis.
j From St. Louis.
k To Department Kansas.
l To Department Ohio.
m Sold, 2,666.
n To Indianapolis, 100; Nashville, 2,574; New Orleans, 1,200—3,874.
o To Department Ohio, 1,531; Department Arkansas, 200; Department Tennessee, 400—2,131.
p Sold, 706.
q From Louisville.
r To Northern Department.
s Sold, 99.
t From Cincinnati, 3,114; Louisville, 2,574; St. Louis, 3,500—9,188.

u To Department Cumberland.
v Sold, 485.
w To Department Gulf.
x Sold, 67.
y From Cincinnati, 200; Davenport, 548—748.
z To Washington, 2,000; Nashville, 3,500; Fort Leavenworth, 4,850—10,350.
aa To Department Missouri.
bb Sold, 1,822.
cc Sold, 8.
dd To Cumberland.
ee From Buffalo, 62; Chicago, 1,298; Cincinnati, 1,000; Columbus, 2,422; Harrisburg, 1,005; Indianapolis, 3,764; Pittsburg, 621; St. Louis, 2,000; Syracuse, 86; Trenton, 495; Wilmington, 683—13,436.
ff To Department of Washington, 5,585; Department of West Virginia, 5,312; Department of North Carolina, 1,807; Department of the South, 240; Middle Department, 100; Army of the Potomac, 8,609; Fortress Monroe, 120; Department Washington, (to pasture,) 7,863; sent in teams to Louisville and St. Louis, 7,984—37,620.
gg Sold, 7,120.

SUMMARY.

On hand at depots September 1, 1864	15,885	Issued to departments	61,911
Purchased September 1, 1864, to June 30, 1865	45,921	Sold	13,479
Received from sundry sources	57,089	Lost, destroyed, and died	7,336
		On hand at depots June 30, 1865	36,169
Total	118,895	Total	118,895

NOTE.—The average prices noted on above report are only approximate.

October 1.

A.—Statement of quartermaster's property for the fiscal year ending June 30, 1865.

Articles.	On hand July 1, 1864.	Received from officers during year ending June 30, 1865.	Purchased during the year ending June 30, 1865.	Manufactured, &c.	Captured, &c.	Total.	Issued and transferred.	Expended, lost, &c.	Total.	On hand June 30, 1865.
Books, blank.....	22	9	6	.....	.....	37	.....	36	36	1
Books, blank, six-quire.....	6	11	.....	.....	.....	17	.....	15	15	2
Books, bills of lading.....	1	.....	.....	.....	.....	1	.....	1	1	.....
Books, cash.....	1	.....	.....	.....	.....	1	.....	.....	.....	1
Books, estimate.....	1	.....	.....	.....	.....	1	.....	.....	.....	1
Books, ledger.....	2	.....	.....	.....	.....	2	.....	2	2	.....
Books, letter.....	8	1	18	.....	.....	27	.....	21	21	6
Books, mem. indor't.....	.....	2	.....	.....	.....	2	.....	2	2	.....
Books, military laws.....	1	.....	.....	.....	.....	1	.....	.....	.....	1
Books, record claims.....	1	.....	.....	.....	.....	1	.....	1	1	.....
Books, stock.....	1	.....	.....	.....	.....	1	.....	1	1	.....
Books, transportation.....	13	.....	.....	.....	.....	13	.....	13	13	.....
Brush, letter-press.....	.....	.....	1	.....	.....	1	.....	.....	.....	1
Buckets, water.....	2	.....	.....	.....	.....	2	.....	.....	.....	2
Cards, blank.....	.....	.....	11,000	.....	.....	11,000	.....	8,000	8,000	3,000
Chairs, office.....	34	.....	.....	.....	.....	34	.....	.....	.....	34
Chests, stationery.....	2	.....	.....	.....	.....	2	.....	.....	.....	2
Cutters, paper.....	1	.....	.....	.....	.....	1	.....	.....	.....	1
Desks, office.....	14	.....	.....	.....	.....	14	.....	.....	.....	14
Elbows.....	6	.....	.....	.....	.....	6	.....	.....	.....	6
Envelopes.....	500	.....	7,950	.....	.....	8,450	.....	8,450	8,450	.....
Erasers.....	6	.....	.....	.....	.....	6	.....	1	1	5
Folders, paper.....	.....	.....	1	.....	.....	1	.....	.....	.....	1
Funds, estimates of.....	.....	.....	500	.....	.....	500	.....	500	500	.....
Horses.....	.....	.....	171	.....	.....	171	171	.....	171	.....
Indexes.....	.....	.....	15	.....	.....	15	.....	15	15	.....
Ink, black, (bottles).....	5	.....	7	.....	.....	12	.....	12	12	.....
Ink, red, (bottles).....	.....	.....	24	.....	.....	24	.....	24	24	.....
Inkstands.....	10	.....	6	.....	.....	16	.....	.....	.....	16

[illegible]

SALES OF PUBLIC ANIMALS.

As far as returns to this office indicate, there has been sold, since the 8th of May last, in accordance with General Orders No. 28, (Quartermaster General's office, current series,) the following number of animals, viz: 53,794 horses and 52,516 mules, for which the sum of \$6,107,618 14 was received. It is probable that when full returns shall have been received, the total amount of sales of animals from the 8th of May last, up to the present time, will be found to be upwards of seven millions of dollars.

As required by the provisions of General Orders No. 42, Quartermaster General's office, current series, these sales, with one or two exceptions, have been conducted by employés of this department, and this course has, in all cases, proved more advantageous to the government than the employment of the professional auctioneers of any one locality for sales in that locality. The prices obtained by employés are generally greater than those secured by local auctioneers.

The success of this division in supplying the armies in the field has been mainly attributable to the zeal and fidelity of the officers acting under its orders, among whom I would mention—

Brevet Colonel C. H. Tompkins, assistant quartermaster U. S. A. Washington, D. C.

Captain Ingham Coryell, assistant quartermaster, late in charge at St. Louis, Missouri.

Captain L. Lowry Moore, assistant quartermaster, New York city.

Captain George T. Browning, assistant quartermaster, Giesboro', D. C.

Captain E. C. Wilson, assistant quartermaster, Buffalo, New York.

Captain J. L. Trumbull, assistant quartermaster, St. Louis, Missouri.

Captain C. Hay, assistant quartermaster, Washington, D. C.

Captain D. W. McClung, assistant quartermaster, Cincinnati, Ohio.

Captain E. C. Reichenbach, assistant quartermaster, Harrisburg, Pennsylvania.

Captain J. M. Bradshaw, assistant quartermaster, late at Chicago, Illinois.

Captain H. A. Dupuy, assistant quartermaster, Syracuse, New York.

Captain C. H. Gallagher, assistant quartermaster, Wilmington, Delaware.

In the claim department I have had the valuable assistance of Brevet Major J. T. Power, assistant quartermaster.

All these have served faithfully and energetically, and I take pleasure in bearing this testimony to the Quartermaster General.

The following is a statement of public moneys received and disbursed by me during the fiscal year ending June 30, 1865:

On hand July 1, 1864.....	\$3, 254, 732 42
Received from officers during the year.....	373, 888 75
Received from Treasury Department.....	4, 851, 800 00
Received from sales of property, &c.....	20, 657 67
Total.....	8, 501, 078 84
Expended.....	\$3, 719, 070 13
Transferred to officers.....	4, 295, 963 72
	8, 015, 033 85
Remaining on hand June 30, 1865.....	486, 044 99
Deposited as follows:	
First National Bank, Washington.....	483, 192 28
On hand.....	2, 852 71
	486, 044 99

Estimates made by various quartermasters for the purchase of animals during the fiscal year, approved by me:

• For the purchase of horses.....	\$23, 600, 456 66
For the purchase of mules.....	6, 434, 637 66
Total.....	<u>30, 035, 094 32</u>

CLAIMS.

The business in the claim branch of this division has been increasing rapidly since the passage of the act of Congress of July 4, 1864.

During the fiscal year ending June 30, 1865, the whole number of claims, regular and miscellaneous, filed, amounts to 4,174.

Number acted on.....	2, 792
Number not acted on.....	1, 382
	<u>4, 174</u>

Very little progress has been made in the adjustment of these claims, as, previous to January 1, 1865, only 800 had been filed; 3,374 having been filed during the last six months.

Considering the many disadvantages under which officers of this department labored in the discharge of their duties in the field, and the necessity of intrusting important positions to acting quartermasters, I find claims for animals taken for public use by them to be comparatively easy of adjustment, as, with but few exceptions, the proper accountability has been rendered except in cases where records and papers have been captured or destroyed by the enemy: hence the great mass of claims filed is for property taken by unauthorized officers of the army, not accountable to this department.

The following difficulties are met with in the adjudication of these claims, viz:

First. Where memoranda receipts are given and the signatures of the officers certifying are unknown, and the only evidence the claimants can furnish that the officers took the property are the receipts themselves, great difficulty and embarrassment result from not being able to determine the genuineness of the signatures. Before the muster out of service of the troops it was the practice to communicate by letter with the officers themselves. The number of receipts given by irresponsible and unknown parties, in the name of officers, has attached suspicion to many claims, no doubt just and equitable, which I do not feel satisfied to pass upon without the verification of the officer's signature.

Second. Where memoranda receipts have not been given, I am of opinion that the interests of the government cannot be sufficiently protected by adjudicating these claims upon the *ex parte* evidence, which under present regulations can only be procured. As a general rule, just and equitable decisions cannot be given upon evidence presented by claimants, unless the department can adopt some practice of examining witnesses in the locality where the claims originate.

Proof of loyalty seems to be so easily procured, that from the records of this division it would seem that few have ever been disloyal, and I respectfully suggest that an additional guard be thrown around this kind of evidence; at least to require officers and witnesses to state their reasons for believing the claimants to have been loyal at the dates the claims originated.

The kind and character of evidence furnished in support of the great mass of these claims are insufficient to satisfy me that the property has been "actually received or taken for the use of, and used by," the United States army. As

the act is now construed, a very limited number of the claims on file will be allowed; and if a more liberal construction is given in regard to the phrase "proper officer," I would respectfully suggest that a board of officers be appointed in each military department to examine and report upon these claims.

In closing this report, I cannot but express to the Quartermaster General my high appreciation of the uniform kindness and courtesy he has extended toward me in the discharge of my official duties; and I feel grateful to that Providence who chooses the bounds of our habitations for having assigned me, during the prevalence of the great slaveholders' rebellion, to a department of mammoth proportions, and of great responsibility, under the guidance and direction of an officer of distinguished ability, with whom I have had such delightful personal and official intercourse.

I am, general, very respectfully, your obedient servant,

JAMES A. EKIN,

Bvt. Brig. Gen., in charge First Division Q. M. G. O.

Brevet Major General M. C. MEIGS,

Quartermaster General U. S. A., Washington, D. C.

No. 3.

Statement of claims (regular and miscellaneous) filed in the First Division of the Quartermaster General's office during the fiscal year ending June 30, 1865, and from July 1, 1865, to October 20, 1865, showing the number paid, referred, and recommended for settlement, the number rejected and suspended, and the number not acted on, with their respective amounts.

Date.	Claims filed.		Paid, referred, and recommended for settlement.		Rejected and suspended.		Not acted on.	
	No.	Amounts.	No.	Amounts.	No.	Amounts.	No.	Amounts.
From July 1, 1864, to December 31, 1864.....	800	\$248,472 60	694	\$211,150 60	79	\$15,272 00	27	\$22,050 00
From January 1, 1865, to June 30, 1865.....	3,374	1,097,100 00	981	356,750 00	1,038	211,231 00	1,355	529,119 00
Total during the fiscal year.	4,174	1,345,572 60	1,675	567,900 60	1,117	226,503 00	1,382	551,169 00
From July 1, 1865, to October 20, 1865.....	3,781	1,357,486 00	210	74,514 00	31	11,047 00	3,540	1,271,925 00
Total.....	7,955	2,703,058 60	1,885	642,414 60	1,148	237,550 00	4,922	1,823,094 00

Many claims entered in the column of "rejected and suspended" have been rejected for want of evidence or accountability for the property, and may come before the department again; hence the impossibility of discriminating between "rejected" and "suspended."

Many of the claims entered in the column of "not acted on" are under investigation.

Respectfully submitted:

JAMES A. EKIN,

Bvt. Brig. Gen'l, in charge First Division Q. M. G. O.

FIRST DIVISION QUARTERMASTER GENERAL'S OFFICE, November 8, 1865.

No. 4.

QUARTERMASTER GENERAL'S OFFICE,

Washington, D. C., October 19, 1865.

GENERAL: In response to the circular of the Quartermaster General of July 24, 1865, requiring reports of the operations of the several divisions of the office during the fiscal year ending June 30, 1865, I have the honor to submit the following tabular statements collected from the tables submitted to this office, in conformity with orders therefrom based upon the circular above referred to:

1. Statement of number of articles on hand, and not transferred to the armies for issue, June 30, 1864, showing the points at which they were stored.

2. Statement of quantity of material purchased during the fiscal year ending June 30, 1865, showing the quantity and cost of each kind, and where purchased; also total quantity and cost of all.

3. Statement of number of articles of clothing and equipage purchased and manufactured during the fiscal year ending June 30, 1865, showing the quantity and cost of each kind, where purchased or manufactured; also total quantity and cost of all.

4. Statement of number of articles on hand and not transferred to the armies for issue, June 30, 1865, showing the points at which they were stored.

5. Statement showing the aggregate expenditure for the purchase of clothing, equipage, and material, at the purchasing depots of New York, Philadelphia, and Cincinnati, during the fiscal year ending June 30, 1865.

6. Statement showing quantity of material purchased at the depots of New York, Philadelphia, and Cincinnati, since May, 1861.

7. Statement showing the number of principal articles of clothing and equipage purchased at the depots of New York, Philadelphia, and Cincinnati, since May, 1861.

8. Statement showing the highest and lowest prices paid by the department for articles of clothing and equipage during the past four years of war.

These tables present, in compact form, the operations of the clothing and equipage division during the fiscal year ending June 30, 1865; and, as far as the reports that have been received to date will permit, the operations during the last four years of war.

The clothing and equipage supplied to the army during the last fiscal year have been procured by purchase and manufacture at the principal depots of Philadelphia, New York, and Cincinnati, and in relatively small quantities at St. Louis, Quincy, (Illinois,) Steubenville, (Ohio,) and at Milwaukee, where the work was distributed among the needy relatives of soldiers in the ranks of the Union army.

The material required for the manufacture of these large supplies has been drawn from our own markets, and has generally been made from native products.

Although very large demands have been made on the department during the past year, they have in no case exceeded its ability to produce and issue with promptitude the supplies required for the army in its most extended operations. Perhaps the most prominent instance of the kind was the successful supply of Sherman's army after its triumphant march through the southern States to the seacoast, where it found, at the right time and in the right places, everything needed in this branch of the department.

The articles were shipped principally from the depot at New York, upon short notice, and it is due to your own foresight, and the promptness and energy of the officers in charge of the clothing and the transportation branches at New York, that the success was so complete.

The tabular statements herewith will afford more precise knowledge upon the points referred to than could be given in narrative. The results are that there has been produced during the year material amounting to \$21,416,818 84; equipage, \$13,515,305 09; clothing, \$70,087,282 20—making the expenditures for all objects, including payment of rents, compensation to employés, &c., more than \$105,019,406 13.

The commencement of the war found the department prepared only for the supply of the old army—a force on paper of about 13,000 men, with an actual strength seldom exceeding 10,000. The supplies of clothing and equipage for this force had been drawn entirely from the Schuylkill arsenal, at Philadelphia,

where they were manufactured under the supervision of the officers in charge, from materials purchased for the purpose.

The sudden expansion of this small army to the great armies called into existence to quell the rebellion, rendered necessary corresponding changes in the administration and operations of the clothing branch of the Quartermaster's department. The manufacturing of clothing was increased to the greatest limit possible, employing from eight to ten thousand operatives at once. Yet this force was found unequal to the task before it, and it was soon evident that other sources must be called upon to assist in meeting the demands made upon the department.

Two other principal depots were established in the summer of 1861, at New York and Cincinnati respectively, and, under the charge of energetic and skilful officers, enabled the department to furnish supplies nearly as rapidly as required.

Both the manufacture and purchase by contract of the various articles required were pursued at Philadelphia, New York, and Cincinnati, the manufacture alone not being of itself a sufficient source of supply.

Many of the regiments called into service were clothed and equipped through the agency of their State authorities. In some cases, where authority had been given them by the War Department, the States were reimbursed through the Quartermaster's department, after the examination of each account and its reference to the proper disbursing officer for settlement, as in the case of his own purchases. In other cases States were reimbursed by the United States through the Treasury Department, under a special act of Congress to that effect.

The necessity of resorting to this method of partial supply soon passed away with the more perfect organization of the department, and since the first year of the war the department has been able to meet with alacrity every call made upon it.

Depots for the manufacture and purchase of army clothing and equipage, in addition to that at Schuylkill arsenal, have been established during the war, at New York, under General Vinton; at Cincinnati, under Captain J. H. Dickerson, but since his resignation it has been under the charge of Colonel W. W. McKim and Colonel C. W. Moulton; at Quincy, Illinois, for the benefit of suffering Union refugees and relatives of Union soldiers, under the charge of Captain N. Flagg, assistant quartermaster; and for similar objects at Steubenville, Ohio, under Captain Alexander Conn, assistant quartermaster. St. Louis, Missouri, was also, at an early date, made a prominent point for the manufacture of clothing, to give relief to impoverished operatives, friends of the Union cause in that city.

Purchases, except when specially authorized to be made in small quantities at other points, have only been made at the three depots of New York, Philadelphia, and Cincinnati. At all others the articles manufactured have been made from material sent from one of the three last-named, generally from Philadelphia.

The object for which these smaller depots were established seems to have been fully accomplished, and the department has been well and economically provided with good serviceable garments near the points at which they were wanted for issue.

The smaller depots above mentioned have, since the termination of hostilities in the field, been broken up, in compliance with orders from the Secretary of War, and the garments moved to the central depots of St. Louis and Cincinnati.

Colonel W. W. McKim, in charge of the Schuylkill arsenal, calls the attention of the department to the importance of substituting fire-proof buildings for the wooden structures now in use as storehouses at that depot.

The value of the property now stored there is about twenty millions of dollars,

and is in constant danger from fire; locomotives pass along the entire length of the wall on the northern side many times every day and night. Colonel McKim reports that he has rearranged the stores, endeavoring to place the most valuable in the brick buildings; but much of it still remains in the wooden sheds, put up under pressing emergencies during the war.

I respectfully recommend that the brick buildings at present composing the permanent storehouses of the arsenal be enlarged and altered, so that they may be of sufficient dimensions to meet the increased wants of the service in this particular. No purchase of land would be necessary—simply the enlargement of the present buildings as they now stand, on ground owned by the government.

It is not deemed necessary to submit details, unless the general plan shall be adopted. The matter, however, is one of much importance, and I hope it will meet with due consideration by the department.

The experience of the past war has developed the fact that exact uniformity of texture and quality of material and articles are in some respects not altogether practicable. The department will, however, from that experience, be enabled to arrive at exactly what the markets of the country can afford, and thereby determine such standards as are attainable by the majority of dealers, and at the same time equal to the requirements of the case. I recommend such modifications where they are necessary.

The quantity of clothing and equipage reported on hand June 30, 1865, being nearly the full supply preparatory to any demand that might possibly have been made during the past summer, is large, in view of the much-reduced forces. I am of the opinion, though, that were these articles forced upon the market for sale, being of that description for which there is no demand outside of the army, the sacrifice would be greater than any loss that may result from damage while in store.

As to the material, much of it, I believe, might be sold to advantage, and I shall submit special reports recommending such disposition to be made of it.

The prices of clothing and equipage during the war were constantly advancing, and kept pace with the fluctuations of the government currency. I have submitted, in illustration of this fact, a statement showing the highest and lowest prices paid from the beginning to the end of the war. It will be observed that the prices of many important articles have more than doubled, and in some instances they have even quadrupled their former value.

The complaints received from the armies as to inferior quality of clothing and equipage have been very few, and have principally been confined to articles of equipage, especially knapsacks and haversacks, which, being manufactured from painted cloth, are from their nature subject to great deterioration, particularly when packed together, as they necessarily must be for transportation and economy of storage. It is generally conceded that the supplies have been of the most serviceable quality, and furnished in plentiful quantities.

The tabular statements submitted herewith do not include the purchases made by State authorities, the accounts for which have generally been settled by the Treasury Department, under act of Congress, and from appropriation therefor not estimated for by this department.

They will give, however, in condensed form, full information as to the operations of the division of clothing and equipage during the last fiscal year, as well as interesting information concerning its operations during the last four years of war.

Respectfully submitted :

ALEX. J. PERRY,

Colonel, Quartermaster in charge 2d Division.

Maj. Gen. M. C. MEIGS,

Q. M. General U. S. A., Washington, D. C.

No. 5

Monthly statement of clothing reported on hand at the various clothing depots, for June 30, 1864.

Articles of clothing.	New York.	Philadelphia.	Cincinnati.	St. Louis.	Washington.	Baltimore.	Augusta.	Boston.	Fortress Monroe.	Harrisburg.	Wheeling.	Indianapolis.	Columbus.
UNIFORM COATS.													
Engineers	758	2,344	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ordnance	.....	1,925	.....	.....	87	.....	.....	20	.....	.....	.....	.....	.....
Artillery	8,125	14,359	.....	5,118	4,955	3,643	.....	3,707	1,585	.....	.....	.....	.....
Infantry	43,131	25,961	38,620	9,935	45,506	4,468	1 154	12,493	6,542	23,197	719	11,180	8,599
UNIFORM JACKETS.													
Cavalry	.....	33,006	.....	8,919	7,250	7,099	190	3,634	4,590	3,366	3,660	3,872	2,951
Artillery	2,860	18,881	2,615	4,555	8,234	2,337	80	2,042	1,497	1,629	320	1,187	764
Infantry	913	.....	.....	.....	.....	.....	.....	.....	3,613	.....	.....	5,426	.....
Zouave	.....	.....	.....	.....	.....	21	.....	.....	51	.....	.....	.....	.....
Knit	.....	.....	.....	.....	.....	.....	.....	.....	.....	4,199	.....	.....	.....
Invalid corps	1,373	11,239	11,188	200	5,133	983	.....	599	788	.....	.....	.....	.....
UNIFORM TROWERS.													
Footmen	.....	70,609	.....	25,703	33,535	18,393	236	7,195	28,985	27,190	7,050	21,602	8,057
Horsemen	.....	36,025	6,435	35,640	9,176	14,157	328	4,320	7,151	2,687	2,966	3,211	2,754
Zouave	.....	.....	.....	.....	.....	16	.....	.....	30	.....	.....	.....	.....
Knit	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cotton duck trowsers	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Zouave vests	.....	.....	.....	.....	.....	.....	.....	.....	70	.....	.....	.....	.....
Overalls	2,951	2,127	2,000	7,381	.....	365	.....	.....	2,800	.....	.....	.....	.....
Drawers	250,392	148,296	513,392	48,909	133,989	24,980	246	20,291	25,555	11,860	7,067	.....	18,271
Shir's, flannel	257,411	708,065	377,633	95,188	153,846	24,875	943	14,942	17,835	42,274	2,016	37,023	12,248

knit	108,593	5,196	442	269	6,024	5,320	10,255	2,125
zouave	152,968	53,117	33,904	694	9,714	1,969	5,320	2,125
Greatcoats, footmen	59,230	14,402	10,908	349	1,317	581	7,321	337
horsemen	404,126	77,912	12,633	.....	14,624	19,680	7,074	28,072
Straps for greatcoats	19,394	40,247	62,180	118	7,382	9,679	7,604	9,726
Blankets, woollen	13,676	1,225	6,574	762	4,934	20,516	2,050	3
rubber and painted	29,492	30,871	1,795	200	5,327	.....	4,350	10,164
Ponchos	.....	.....	.....	.....	.....	.....	.....	.....
Talmas	204,000	2,036	.....	828	7,869	11,618	3,042	3,526
Sack coats, lined	84,997	34,182	6,750	26	364	1	674	20,599
unlined	.....	.....	.....	.....	.....	.....	.....	.....
knit	786	.....	.....	.....	.....	.....	.....	.....
Bootees	428,393	91,676	132,174	1,767	7,710	22,181	4,950	32,832
Boots	87,001	26,550	23,346	504	5,423	6,067	407	2,173
Leggings, zouave, &c.	8,031	122	8,784	993	.....	5,166	.....	.....
Stockings	313,011	119,961	195,737	2,302	13,892	47,688	6,234	16,632
Stocks, leather	53,773	8,753	6,246	.....	21,059	27,431	1,323	16,095
Uniform hats, trimmed	140,611	42,432	.....	.....	22,187	2,710	2,802	2,655
untrimmed	154	41,623	1,933	.....	.....	1,001	.....	.....
Uniform caps	36,620	20,250	43,990	4,350	6,894	18,012	3,493	13,189
Forage caps	4,201	.....	.....	.....	.....	73	.....	.....
Zouave caps	220,501	975	.....	2,810	2,630	.....	4,086	15,380
Cap covers	71,342	10,146	4,854	576	450	1,221	.....	1,955
Stable frocks	6,176	2,389	642	.....	446	66	30	200
Sashes	.....	211	55	.....	.....	.....	.....	200
Gloves	.....	8,087	50,355	.....	.....	23	.....	.....
Mittens	74,159	17,501	21,926	149	13,715	8,332	5,044	9,352
Knapsacks	58,684	19,615	36,006	70	14,738	.....	8,355	6,035
Haversacks	52,402	23,084	41,458	.....	14,404	262	2,174	8,085
Canteens	.....	.....	.....	.....	.....	180,628	25,706	.....

No. 5.—Statement of clothing reported on hand at the various clothing depots, for June 30, 1864—Continued.

Articles of clothing.	Fort Leavenworth.	Quincy.	Steubenville.	Pittsburg.	Detroit.	Louisville.	Davenport.	Chicago.	Madison.	Springfield.	St. Paul.	Cairo.	Total on hand.
UNIFORM COATS.													
Engineers	120	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3,222
Ordnance	67	.....	.....	.....	2	.....	13	.....	4	.....	.....	.....	2,114
Artillery	395	.....	.....	.....	.....	500	1	.....	500	.....	.....	.....	43,888
Infantry	12,677	2,331	.....	15,116	4,381	6,022	2,299	2,642	2,992	11,715	6,397	3,871	301,928
UNIFORM JACKETS.													
Cavalry	7,169	88	.....	4,365	2,047	1,966	13	2,440	1,273	3,532	3,301	700	105,431
Artillery	865	60	.....	303	491	1,017	.....	1,726	546	1,042	.....	566	53,617
Infantry .....	.....	1,161	.....	202	.....	230	.....	119	.....	.....	.....	313	11,977
Zouave .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	72
Knit .....	.....	.....	.....	.....	.....	8,870	.....	3,985	.....	.....	.....	.....	17,054
Invalid corps .....	.....	47	.....	160	.....	.....	.....	.....	.....	935	.....	.....	32,645
UNIFORM TROWERS.													
Footmen	4,374	7,756	10,602	3,107	1,934	15,803	6,543	8,636	3,427	19,125	7,530	.....	337,392
Horsemen	6,208	91	2,079	3,109	2,397	14,358	280	2,147	67	5,179	4,556	678	165,999
Zouave .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	46
Knit .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cotton duck trowsers .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	67	67
Zouave vests .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	70
Overalls	23	.....	.....	.....	.....	900	.....	.....	.....	.....	.....	.....	18,547
Drawers	19,114	459	1,634	12,193	4,903	26,722	14,009	1,341	7,537	36,359	9,572	.....	1,337,091
Shirts, flannel	23,057	1,957	1,268	14,840	5,022	33,150	13,203	12,319	6,350	27,051	9,289	204	1,892,009

knit																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					
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No. 6.

Monthly statement of camp and garrison equipage reported on hand at the various clothing depots for June 30, 1864.

Articles of equipage.	New York.	Philadelphia.	Cincinnati.	St. Louis.	Washington.	Baltimore.	Augusta.	Boston.	Fortress Monroe.	St. Paul.	Wheeling.	Indianapolis.	Columbus.
Hospital tents.....	158	.....	75	1,302	234	57	.....	16	42	.....	.....	16	16
Wall tents.....	5,116	1,142	1,348	806	1,365	178	.....	51	276	1	.....	29	905
Sibley tents.....	.....	7	.....	114	114	31	.....	29	12	.....	.....	.....	.....
Common tents.....	19,210	5,432	809	2,578	9,738	3,607	.....	165	2,632	15	.....	483	374
Shelter tents.....	20,528	78,258	.....	50,220	34,519	9,442	.....	5,474	7,673	.....	4,456	9,927	724
Frémont and Bell tents.....	.....	.....	.....	43	.....	.....	.....	17	.....	.....	.....	99	.....
Tent stoves.....	3,424	2,008	.....	808	1,557	304	.....	20	851	.....	.....	365	.....
Bed-sacks, single.....	61,254	23,342	4,318	3,936	5,911	1,117	.....	997	1,218	97	289	.....	.....
double.....	15,800	38,074	681	1,954	5,988	1,104	.....	1,899	472	400	500	.....	78
Mosquito bars.....	62,106	10,062	.....	11,390	.....	.....	.....	.....	145	.....	.....	.....	.....
Regimental colors.....	35	1	40	32	24	24	1	11	.....	.....	3	32	4
Camp colors.....	1	553	177	142	177	53	.....	124	101	4	57	228	42
National colors.....	60	74	18	57	11	11	.....	5	.....	.....	6	31	2
Standards.....	112	144	177	41	3	27	.....	1	.....	1	.....	4	.....
Storm flags.....	240	63	25	5	74	38	.....	27	24	2	4	.....	9
Garrison flags.....	41	85	41	23	11	17	.....	20	27	.....	.....	.....	1
Recruiting flags.....	812	340	410	132	2	15	.....	85	20	.....	1	.....	3
Guidons.....	70	229	392	277	126	60	5	27	39	.....	.....	26	.....
Pickaxes.....	627	1,546	22,104	11,820	11,652	774	283	2,544	2,179	441	402	2,883	1,783
Axes.....	.....	7,143	19,983	4,839	16,837	975	129	2,223	827	518	1,488	3,581	1,059
Spades.....	3,062	3,690	10,493	9,805	9,081	57	116	3,727	470	431	409	2,537	980
Shovels.....	3,820	6,896	.....	2,134	11,283	62	.....	.....	154	.....	.....	.....	52
Hatchets.....	12,997	9,278	5,018	7,579	5,080	773	30	1,642	5,592	590	857	3,854	1,114
Mess pans.....	30,872	61,805	9,002	42,908	9,484	7,698	1,685	6,471	12,833	1,122	5,402	8,808	4,332
Iron pots.....	578	428	.....	47	102	.....	.....	.....	57	.....	.....	.....	.....

Camp kettles.....	14,298	28,080	26,896	1,238	5,862	3,180	835	638	1,101	442	1,756	3,330	1,280
Bugles.....	304	1,724	222	1,173	288	65	.....	418	77	.....	10	81	110
Trumpets.....	544	80	488	386	189	149	.....	12	64	30	.....	.....	10
Drums.....	533	1,936	725	993	.....	97	13	395	135	43	23	260	219
Fifes.....	2,223	3,075	1,812	2,048	819	73	7	465	731	3	52	376	209
General hospital flags.....	99	42	.....	.....	35	23	.....	.....	.....	.....	.....	.....	.....
Post and field hospital flags.....	174	153	.....	.....	92	67	.....	.....	.....	.....	.....	.....	.....
Ambulance flags.....	418	384	.....	.....	217	76	.....	.....	.....	.....	.....	.....	.....
BOOKS.													
Company order.....	1,201	1,217	.....	905	392	3	37	67	149	34	26	185	239
clothing account.....	1,127	2,547	.....	982	393	5	38	63	161	42	26	185	239
descriptive.....	1,013	1,343	.....	1,018	418	3	38	12	145	41	26	179	239
morning report.....	1,726	2,184	.....	734	408	105	38	142	150	39	26	184	239
Post order.....	1,271	3,212	165	49	266	93	.....	41	33	.....	.....	13	11
morning report.....	1,373	3,699	98	37	273	79	.....	46	34	.....	.....	25	11
letter.....	1,285	3,175	165	93	353	60	.....	46	25	.....	.....	14	11
guard.....	824	2,545	151	79	68	72	.....	48	171	.....	.....	18	5
Regimental general order.....	384	133	.....	98	101	75	.....	28	102	.....	2	23	18
letter.....	212	285	.....	86	104	56	.....	17	85	.....	20	33	29
descriptive.....	37	185	.....	77	166	55	.....	18	69	.....	2	27	28
index.....	85	204	138	92	138	52	.....	27	97	.....	25	33	23
order.....	89	148	.....	70	103	60	.....	18	72	.....	22	27	32
Target Practice.....	1,978	230	.....	.....	33	50	.....	.....	.....	.....	.....	.....	.....
Consolidated morning report.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Inspection.....	.....	43	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Brigade letter.....	39	70	.....	7	11	.....	.....	.....	21	.....	.....	.....	.....
letters received.....	40	70	.....	7	9	.....	.....	.....	21	.....	.....	.....	.....
order.....	28	34	.....	7	25	.....	.....	.....	23	.....	.....	.....	.....
Indorsement and memorandum.....	42	104	.....	7	.....	.....	.....	.....	11	.....	.....	.....	.....

No. 6.—Statement of camp and garrison equipage reported on hand, &c.—Continued.

Articles of equipage.	Fort Leavenworth.	Quincy.	Chicago	Pittsburg.	Detroit.	Louisville.	Davenport.	Cairo.	Springfield.	Harrisburg.	Madison.	Total on hand.
Hospital tents	112	.....	34	.....	.....	203	3	13	4	2	6	2,293
Wall tents	96	54	556	20	.....	241	3	65	159	265	43	12,719
Sibley tents	11	.....	5	.....	.....	.....	.....	.....	.....	3	.....	326
Common tents	1,773	.....	246	200	78	41	2	229	5	.....	9	47,626
Shelter tents	13,925	.....	3,004	6,791	2	4,021	2,284	1,249	3,476	.....	29	256,002
Frémont and Bell tents	.....	.....	.....	.....	.....	270	.....	.....	.....	.....	.....	429
Tent stoves	530	.....	571	.....	42	19	.....	.....	1	465	1	10,966
Bed-sacks, single	21,119	.....	8	.....	1,201	1,072	.....	.....	.....	352	.....	126,231
double	4,754	.....	594	.....	2	.....	.....	312	99	475	138	73,324
Mosquito bars	68	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	83,771
Regimental colors	.....	.....	18	1	2	4	5	.....	7	5	3	252
Camp colors	23	.....	4	13	10	.....	60	.....	112	87	32	2,000
National colors	.....	.....	22	8	2	12	14	.....	5	5	3	346
Standards	.....	.....	.....	.....	.....	1	2	.....	.....	4	.....	517
Storm flags	32	.....	4	.....	1	3	2	4	.....	3	2	562
Garrison flags	19	.....	1	.....	.....	.....	.....	2	.....	4	1	293
Recruiting flags	31	.....	.....	.....	.....	.....	.....	.....	.....	10	7	1,908
Guidons	84	.....	.....	5	37	7	.....	.....	1	26	.....	1,394
Pickaxes	3,585	.....	.....	3	4	1	13	14	3	.....	.....	73,334
Axes	2,036	201	1,258	621	561	1,076	1,657	.....	2,097	2,471	769	73,127
Spades	2,356	46	2,559	219	318	74	1,798	156	1,769	6,620	930	58,556
Shovels	.....	74	1,632	282	116	605	1,760	278	1,371	4,268	956	25,573
Hatchets	3,617	.....	.....	.....	.....	.....	.....	.....	.....	1,172	.....	69,810
Mess pans	5,474	100	2,701	783	213	272	1,808	.....	2,363	2,510	1,039	256,176
Iron pots	75	316	5,269	4,480	840	2,320	3,083	166	6,674	23,051	2,081	1,367
Camp kettles	1,910	131	1,747	2,099	391	1,033	988	159	2,187	3,272	556	103,209
Bugles	122	.....	69	.....	15	55	50	.....	22	44	.....	4,849

Trumpets.....	148	.....	70	.....	.....	.....	.....	23	8	5	26	.....	2,232
Drums.....	156	.....	70	9	.....	.....	.....	65	9	92	28	36	5,891
Fifes.....	71	.....	108	.....	26	.....	.....	60	5	83	84	62	12,427
General hospital flags.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	224
Post and field hospital flags.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	486
Ambulance flags.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,095
BOOKS.													
Company order.....	156	3	128	27	50	.....	.....	112	31	87	411	55	5,514
clothing account.....	86	3	137	27	.....	.....	.....	103	32	82	401	64	7,054
descriptive.....	165	3	131	15	50	.....	.....	122	36	92	412	64	5,651
morning report.....	131	3	144	27	48	.....	.....	40	30	58	425	62	7,039
Post order.....	41	.....	.....	.....	2	.....	.....	.....	.....	.....	19	5	5,221
morning report.....	46	.....	.....	.....	3	.....	.....	.....	.....	.....	19	6	5,749
letter.....	38	.....	.....	.....	4	.....	.....	.....	.....	.....	19	6	5,294
guard.....	29	.....	.....	.....	1	.....	.....	5	.....	.....	20	2	4,040
Regimental general order.....	29	.....	3	2	8	.....	.....	6	9	6	31	3	961
letter.....	35	.....	17	2	8	.....	.....	10	10	6	32	6	1,053
descriptive.....	55	.....	16	2	10	.....	.....	10	12	6	29	4	808
index.....	50	.....	2	1	8	.....	.....	11	11	6	32	6	1,066
order.....	50	.....	16	2	8	.....	.....	10	10	6	31	2	776
Target Practice.....	6	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2,297
Consolidated morning report.....	.....	.....	.....	.....	.....	.....	.....	8	.....	.....	.....	.....	8
Inspection.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	43
Brigade letter.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	148
letters received.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	147
order.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	117
Indorsement and memorandum.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	164

Respectfully submitted to the Quartermaster General:

ALEX. J. PERRY, Colonel, Quartermaster's Department.

QUARTERMASTER GENERAL'S OFFICE, SECOND DIVISION, October 21, 1865.

No. 7.

Statement of quantity of material purchased during the fiscal year ending June 30, 1865.

Articles.	PHILADELPHIA.			NEW YORK.			CINCINNATI.			Total number or quantity purchased.	Total value of material purchased.
	Number or quantity.	Average cost.	Total value purchased.	Number or quantity.	Average cost.	Total value purchased.	Number or quantity.	Average cost.	Total value purchased.		
Alpaca, black.....	16,573½	\$0 51	\$8,452 35	.....	.....	.....	2,187½	\$0 79 2-5	\$1,740 46	18,760½	\$10,192 81
Bunting, red, white, and blue.....	1,174	17 90	21,015 00	.....	.....	.....	.....	.....	.....	1,174	21,015 00
Burlaps.....	150,166	34½	51,808 11	.....	.....	.....	102,603½	32 1-5	33,016 42	252,769½	84,824 53
Buckles, pantaloons.....	2,405	52 11-12	1,273 55	.....	.....	.....	.....	.....	.....	2,405	1,273 55
Buttons.....	208,694	32 3-7	67,739 15	.....	.....	.....	78,322	.....	28,338 63	96,077 78	96,077 78
Braid, ½ in., scarlet.....	42,192	1 1-25	67,439 42	.....	.....	.....	*16,306	1 07 1-10	17,464 30	287,016	17,903 72
Cravens, tailors'.....	1,000	60	600 00	.....	.....	.....	.....	.....	.....	.....	600 00
Cloth, dark-blue, 6-4.....	356,627½	5 25½	1,874,077 51	.....	.....	.....	.....	.....	.....	356,627½	1,874,077 51
Cloth, dark-blue, 4.....	43,358½	3 40	147,418 90	.....	.....	.....	406,561	2 07 2-5	843,295 33	449,919½	970,714 23
Cloth, scarlet facing, 6-4.....	1,385½	4 00	5,542 00	.....	.....	.....	.....	.....	.....	1,385½	5,542 00
Cloth, white facing, 4.....	82½	5 83	482 42	.....	.....	.....	249	4 95	1,233 75	331 25-28	1,716 17
Cloth, S. B. facing, 6-4.....	1,313½	5 17 5-12	6,793 25	.....	.....	.....	.....	.....	.....	1,313½	6,793 25
Cord, tent lacing.....	7,310½	38	2,777 98	.....	.....	.....	.....	.....	.....	7,310½	2,777 98
Cotton, sewing.....	83,400	10½	9,069 75	.....	.....	.....	.....	.....	.....	83,400	9,069 75
Duck, cotton.....	22,535½	71½	16,064 40	.....	.....	.....	1,493,131	1 30	1,887,675 01	1,515,666½	1,903,739 41
Drilling, cotton, 4.....	666,029½	51	339,669 79	.....	.....	.....	905,341½	46 4-5	424,721 22	1,571,370 7-12	764,391 01
Flannel, Canton, 4.....	654,513	52½	344,033 04	.....	.....	.....	1,990,325½	46 4-5	930,283 56	2,644,838½	1,274,316 60
Flannel, gray twilled, 4.....	2,120,096	51 5-7	1,097,066 84	.....	.....	.....	1,842,023½	58 2-3	1,080,118 45	3,962,119½	2,177,185 29
Flannel, blue wool, 6-4.....	193,959	1 91 9-11	372,048 62	.....	.....	.....	.....	.....	.....	193,959	372,048 62
Flannel, blue wool, 4.....	1,892,823	95 10-11	1,815,389 33	.....	.....	.....	574,945½	90 3-10	519,018 47	2,467,768½	2,334,407 80
Flannel, opera.....	.....	.....	.....	.....	.....	.....	1,517½	90	1,365 74	1,517½	1,365 74
Hooks and eyes.....	3,000	23 1-5	696 00	.....	.....	.....	1,152	35	403 20	4,152	1,089 20
Kersey's, sky-blue, 6-4.....	353,777½	2 48½	879,137 08	.....	.....	.....	.....	.....	.....	353,777½	879,137 08
Kersey's, sky-blue, 4.....	3,687,827½	1 59½	5,891,304 83	.....	.....	.....	416,213½	1 29 1-10	537,466 67	4,104,041 1-12	6,428,771 50
Kersey's, dark, 4.....	2,525½	2 19	5,530 29	.....	.....	.....	.....	.....	.....	2,525½	5,530 29
Linings.....	899,696	61½	533,600 09	.....	.....	.....	.....	.....	.....	899,696	533,600 09
Linen, brown.....	13,876½	66	9,159 80	.....	.....	.....	.....	.....	.....	13,876½	9,159 80
Lace, worsted.....	2,160,458	.....	94,159 68	.....	.....	.....	1,109,092	.....	44,124 20	3,285,550	139,260 08
Lace, silk.....	36,149	.....	10,784 04	.....	.....	.....	.....	.....	.....	36,149	10,784 04
Leather, wax upper.....	530,275½	31½	167,699 69	.....	.....	.....	.....	.....	.....	530,275½	167,699 69
Leather, sole.....	416,100½	55	228,800 27	.....	.....	.....	.....	.....	.....	416,100½	228,800 27
Leather, welt.....	28,107½	51	14,553 53	.....	.....	.....	.....	.....	.....	28,107½	14,553 53

[illegible]

* Binding.

Respectfully submitted to the Quartermaster General:

QUARTERMASTER GENERAL'S OFFICE, SECOND DIVISION, *October 21, 1865.*

ALEX. J. PERRY, Colonel, Quartermaster's Department.

Overalls.....	.....	3,640	6,806 80	3,640	6,806 80	.....	27,000	.....	133,380 00
Ponchos, India-rubber.....	164,967	.....	.....	.....	.....	1,011,278 48	.....	.....	.....
gutta-percha.....	10,000	.....	.....	.....	.....	73,000 00	.....	.....	.....
Shirts, flannel and knit.....	495,847	.....	.....	.....	.....	1,481,801 93	1,062,800	.....	2,538,096 00
Stockings.....	1,849,935	.....	.....	.....	.....	786,222 37	2,001,500	.....	920,925 00
Sashes.....	880	.....	.....	.....	.....	1,443 20	.....	.....	.....
Stable frocks.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Trowers, footmen, S. B.....	278,239	.....	.....	.....	.....	4,499,887 71	506,080	.....	2,501,390 00
mounted, S. B.....	135,148	.....	.....	.....	.....	1,960,503 77	.....	.....	.....
irregular.....	7,242	.....	.....	.....	.....	23,489 20	.....	.....	.....
Blankets, vulcanized India-rubber.....	375,624	.....	.....	.....	.....	1,567,598 20	190,000	.....	919,000 00
gutta-percha.....	35,000	.....	.....	.....	.....	162,250 00	.....	.....	.....
Axes, pick.....	11,833	.....	.....	.....	.....	16,802 86	29,000	.....	44,190 00
fellings.....	55,020	.....	.....	.....	.....	77,908 32	30,400	.....	53,876 00
Axe-handles, pick.....	29,671	.....	.....	.....	.....	4,129 20	22,916	.....	4,583 20
fellings.....	50,346	.....	.....	.....	.....	6,934 89	20,000	.....	3,600 00
Axe-slugs.....	15,795	.....	.....	.....	.....	16,245 34	.....	.....	.....
Bugles, extra mouth-pieces.....	96	.....	.....	.....	.....	218 88	550	.....	2,672 50
Bed-sacks, single and double.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Books, company and regimental, &c.....	4,947	.....	.....	.....	.....	12,487 62	(sets) 50	.....	1,650 00
Bugle cords and tassels, artillery.....	150	.....	.....	.....	.....	104 25	.....	.....	.....
cavalry.....	1,184	.....	.....	.....	.....	917 60	.....	.....	.....
Canteens, complete.....	303,847	.....	.....	.....	.....	99,887 98	366,000	.....	261,540 00
Canteen corks and straps.....	10,000	.....	.....	.....	.....	6,707 00	10,000	.....	1,530 00
Colors, regimental infantry.....	282	.....	.....	.....	.....	19,127 20	200	.....	15,000 00
artillery.....	25	.....	.....	.....	.....	1,500 00	50	.....	3,750 00
cavalry.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
national artillery.....	5	.....	.....	.....	.....	221 75	.....	.....	.....
infantry.....	182	.....	.....	.....	.....	10,844 13	250	.....	11,500 00
camp.....	665	.....	.....	.....	.....	1,030 75	2,000	.....	3,340 00
Color belt and sling.....	406	.....	.....	.....	.....	1,404 76	.....	.....	.....
Drums, complete.....	2,700	.....	.....	.....	.....	18,435 00	1,500	.....	9,300 00
Drum-heads, batter.....	710	.....	.....	.....	.....	585 10	12,500	.....	14,000 00
Drum-heads, snare.....	2,281	.....	.....	.....	.....	752 73	12,500	.....	3,975 00
Drum-snare, sets.....	4,000	.....	.....	.....	.....	1,070 00	.....	.....	.....
Drum-sticks and carriages.....	.....	.....	.....	.....	.....	.....	5,000	.....	1,600 00
Flags, general hospital.....	61	.....	.....	.....	.....	584 40	.....	.....	.....
post and field.....	205	.....	.....	.....	.....	1,200 00	.....	.....	.....
ambulance and staff.....	1,000	.....	.....	.....	.....	1,650 00	.....	.....	.....
designating corps, division, and brigade.....	316	.....	.....	.....	.....	2,451 10	.....	.....	.....
garrison.....	.....	.....	.....	.....	.....	15,352 00	150	.....	16,700 00
storm.....	.....	.....	.....	.....	.....	9,600 00	160	.....	5,352 00
recruiting.....	.....	.....	.....	.....	.....	.....	400	.....	3,360 00
Flag halliards.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Fifes.....	.....	.....	.....	.....	.....	.....	1,400	.....	546 00
Guidons, cavalry.....	736	.....	.....	.....	.....	6,740 00	300	.....	2,775 00
Hatchets.....	27,054	.....	.....	.....	.....	13,541 24	35,000	.....	23,650 00
Hatchet-handles.....	7,061	.....	.....	.....	.....	220 65	20,000	.....	1,800 00
Hatchet-slugs.....	16,109	.....	.....	.....	.....	9,537 92	.....	.....	.....
Haversacks, strapped.....	443,246	.....	.....	.....	.....	402,792 11	232,400	.....	221,920 00
Knapsacks, strapped.....	223,840	.....	.....	.....	.....	614,844 42	379,000	.....	1,109,910 00
Kettles, camp.....	18,909	.....	.....	.....	.....	17,188 17	25,000	.....	31,550 00

No. 8.—Statement of number of articles of clothing and equipage purchased and manufactured, &c.—Continued.

Articles.	PHILADELPHIA.				NEW YORK.	
	Purchased.		Manufactured.		Purchased.	
	Number or quantity.	Total value purchased.	Number or quantity.	Total value manufactured.	Number or quantity.	Total value purchased.
Mess pans	31, 971	\$10, 861 49	.....	.....	29, 000	\$14, 380 00
Pots, iron	400	694 46	.....	.....	.....	.....
Spades and shovels	37, 731	43, 944 27	.....	.....	38, 000	48, 910 00
Spade-slings	53	73 67	.....	.....	.....	.....
Tents, hospital and flies	1, 827	362, 979 33	.....	.....	1, 650	366, 843 50
Tents, hospital	2, 000	214, 460 00	3	\$450 00	.....	.....
Tent-flies, hospital	2, 610	110, 686 67	3	150 00	100	6, 932 00
Tents, wall	3, 327	169, 677 00	3	186 00	.....	.....
Tent-flies, wall	3, 270	49, 278 90	3	72 00	.....	.....
Tents, common	1, 400	27, 769 00	3	88 50	.....	.....
Tent-shelter	343, 694	2, 782, 576 36	3	20 25	270, 000	2, 140, 600 00
Tent-poles, hospital	3, 059	22, 290 00	.....	.....	200	772 00
Wall	1, 086	1, 433 52	.....	.....	1, 000	1, 980 00
common	3, 236	4, 854 00	.....	.....	.....	.....
Tent pins	638, 249	14, 611 72	.....	.....	295, 000	5, 140 00

garrison	100	12,500 00	.....	100	12,500 00	.....	432	44,552 00
storm	383	14,169 50	.....	.....	.....	.....	927	29,121 50
recruiting	1	8 40	.....	1	8 40	.....	401	3,368 40
Flag halliards	756	4,202 75	.....	756	4,202 75	.....	756	4,202 75
Fifes .....	.....	.....	.....	.....	.....	.....	1,400	546 00
Guidons, cavalry	257	2,301 21	.....	257	2,301 21	.....	1,293	11,816 21
Hatchets	26,000	23,120 00	.....	26,000	23,120 00	.....	88,054	60,311 24
Hatchet-handles	20,027	751 00	.....	20,027	751 00	.....	47,088	2,771 65
Hatchet-slugs .....	.....	.....	.....	.....	.....	.....	16,109	9,537 92
Haversacks, strapped	390,717	313,507 60	.....	390,717	313,507 60	.....	1,066,647	938,304 91
Knapsacks, strapped	355,447	1,030,026 05	.....	355,447	1,030,026 05	.....	958,287	2,754,780 47
Kettles, camp	29,986	25,085 40	.....	29,986	25,085 40	.....	73,895	73,823 47
Mess pans	108,325	40,810 37	.....	108,325	40,810 37	.....	169,296	66,051 86
Pots, iron .....	.....	.....	.....	.....	.....	.....	400	694 46
Spades and shovels	75,200	107,014 49	.....	75,200	107,014 49	.....	150,931	199,868 76
Spade-slugs .....	.....	.....	.....	.....	.....	.....	53	73 67
Tents, hospital and flies .....	.....	.....	.....	.....	.....	.....	3,477	729,822 83
hospital .....	.....	.....	.....	.....	.....	.....	6,788	940,795 18
Tent-flies, hospital	1,065	165,452 27	.....	4,785	725,885 18	.....	7,497	435,549 03
Tents, wall	1,065	72,404 62	.....	4,784	317,780 36	.....	8,412	513,763 61
Tent-flies, wall	2,010	115,436 00	.....	5,082	343,900 61	.....	8,356	201,273 28
Tents, common	2,010	50,671 00	.....	5,083	151,922 38	.....	1,412	28,022 38
shelter .....	.....	.....	.....	9	164 88	.....	698,187	5,343,861 76
Tent-poles, hospital .....	.....	.....	.....	84,490	420,665 15	.....	6,259	30,412 00
wall	3,000	7,350 00	.....	3,000	7,350 00	.....	6,586	10,838 52
common	4,500	7,425 00	.....	4,500	7,425 00	.....	3,236	4,854 00
Tent-pins	856,780	18,923 68	.....	856,780	18,923 68	.....	1,790,029	38,675 40

No. 8.—Statement of number of articles of clothing and equipage purchased and manufactured, &c.—Continued.

Articles.	ST. LOUIS, MO.			QUINCY, ILL.		STEUBENVILLE.	
	Purchased.		Manufactured.	Manufactured.		Manufactured.	Total value.
	Number or quantity.	Total value.		Number or quantity.	Total value.		
Drawers, flannel.....	11, 640	\$15, 248 40					42, 886
Blankets, woollen.....	504	3, 024 00			31, 246		504
Caps, forage.....	1, 500	685 00					1, 500
Hat cords, and tassels.....	1, 920	230 40					1, 920
Trowsers, mounted.....			172, 922	\$999, 489 16			186, 853
Trowsers, footmen.....			218, 098	1, 005, 431 78	76, 337	13, 931	345, 735
Jackets, cavalry.....			79, 120	786, 935 20		51, 300	79, 120
Jackets, artillery.....			13, 603	135, 485 88			13, 603
Uniform coats, infantry.....			9, 627	113, 784 57			9, 627
Greatcoats, cavalry.....			3	41 76			3
Chevrons.....			148	52 00			148
Shirts.....					26, 351		26, 351
Sack coats, lined.....						13, 652	13, 652
Equipage:							
Boxes, packing.....	6, 234	14, 129 59					6, 234
Camp kettles.....	12, 931	11, 957 30					12, 931
Colors, regimental and national.....	2	100 00					2
Drum-heads, batter.....	395	300 30					395
Tent-poles, hospital.....	26	109 20					26
Tent-poles, wall.....	372	430 80					372
Tent-poles, shelter.....	140, 000	10, 500 00					140, 000
Tent-poles, common.....	120	84 00					120
Tent-pins, hospital and common.....	18, 610	288 00					18, 610
Material:							
Beeswax.....	165	132 40					165
Buttons, tent.....	6, 231	52 79					6, 231
Brush, varnish.....	1	90					1
Campbor.....	1, 001½	1, 852 77					1, 001
Checks, inspectors.....	18, 000	22 50					18, 000
Duck.....	6, 742½	8, 154 58					6, 742½

	2	1	50	2	1	50
Gum			pounds..			
Kersey, sky-blue, 6-4	31, 923‡	95, 066	33 yards..	31, 923‡	95, 066	33
Kersey, sky-blue, 3-4	1, 755‡	2, 286	57 do	1, 755‡	2, 286	57
Lampblack	1	30	pounds..	1	30	
Muslin, 4-4	13, 184	6, 565	85 yards..	13, 184	6, 565	85
Pattern-paper	29	10	15 pounds..	29	10	15
Plates, sheet-iron	1, 100	11	00 number..	1, 100	11	00
Rope	5, 210	831	98 pounds..	5, 210	831	98
Rivet and burr	1	1	00 do	1	1	00
Rings, tent-pole	500	15	00 number..	500	15	00
Slides	10, 853	196	58 do	10, 853	196	58
Tags, printed	240, 000	204	00 do	240, 000	204	00
Twine	2, 001	472	08 pounds..	2, 001	472	08
Thread	6	14	75 do	6	14	75
Twills	514‡	565	68 yards..	514‡	565	68
Tape	600	35	00 pieces..	600	35	00
Varnish	4	20	00 gallons..	4	20	00

* Manufactured from material furnished by the principal depots.

Respectfully submitted to the Quartermaster General:

QUARTERMASTER GENERAL'S OFFICE, SECOND DIVISION, *October 21, 1865.*

ALEX. J. PERRY, Colonel Quartermaster's Department.

No. 9.

Monthly statement of clothing reported on hand at the various clothing depots on June 30, 1865.

Articles of clothing.	New York.	Philadelphia.	Cincinnati.	St. Louis.	Washington.	Boston.	New Orleans.	Baltimore.	Fort Monroe.	Harrisburg.	Indianapolis.
UNIFORM COATS.											
Engineers	3,925	2,344	1,000	.....	.....	.....	5,100	.....	.....	.....	.....
Ordnance	386	1,784	.....	.....	34	8	3	.....	.....	.....	.....
Artillery	3,712	29,295	2,400	484	15,836	5,942	9,085	4,275	8,218	.....	.....
Infantry	59,080	69,609	82,334	15,486	25,094	5,782	781	4,983	12,113	131	1,040
UNIFORM JACKETS.											
Cavalry	40,994	70,921	86,280	25,534	9,462	1,573	2,547	6,599	9,343	158	1,113
Artillery	1,862	16,116	44,165	2,653	27,578	1,074	5,619	3,584	10,930	42	191
Infantry .....	.....	.....	.....	.....	.....	.....	.....	.....	3,185	.....	2,246
Zouave .....	.....	.....	855	.....	.....	.....	373	21	.....	.....	.....
Knit	2,238	.....	.....	.....	.....	.....	.....	.....	.....	51	.....
Invalid corps	1,666	28,703	2,780	2,545	2,924	1,828	3,631	70	1,688	584	.....
UNIFORM TROWERS.											
Footmen	85,467	27,889	368,116	57,232	38,913	17,274	4,559	12,903	48,785	436	5,363
Horsemen	64,186	77,483	92,407	21,783	8,915	4,253	.....	22,453	25,658	204	4,198
Zouave .....	.....	.....	653	.....	.....	.....	214	16	.....	.....	.....
Knit .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cotton-duck trowsers .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Zouave vests .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Overalls	6,410	790	5,335	9,790	15	.....	4,932	265	2,694	.....	.....
Drawers	154,363	322,023	262,241	73,639	30,754	23,910	3,466	40,294	47,590	543	2,462
Shirts—flannel	33,313	364,230	365,834	29,254	13,902	38,411	.....	45,503	55,668	921	6,378

knit	143,470	54,200	.....	85,083	84,708	7,444	.....	.....	13,227	22	.....
zouave, gray	17,644	.....	.....	.....	.....	.....	40	3	.....	.....	.....
Greatcoats, footmen	103,252	122,744	146,111	46,456	34,607	11,430	32,736	7,282	9,141	392	5,750
horsemen	45,279	71,871	42,738	23,416	21,267	3,926	10,216	5,891	3,355	12	83
Straps for greatcoats	131,090	120,259	225,584	83,660	141,855	10,223	60,416	22,064	23,521	3,535	1,142
Blankets, woollen	232,741	103,335	311,745	23,118	99,784	19,430	40,013	19,182	29,147	348	4,272
rubber and painted	22,521	.....	150,278	25,947	66,018	8,088	17,257	8,797	26,592	930	1,958
Ponchos .....	.....	.....	115,719	13,856	41,178	4,688	8,889	9,488	.....	58	.....
Talmas .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Sack coats, lined	200,384	138,224	242,661	44,315	123	12,368	5,286	18,747	23,076	489	5,876
unlined	168,819	179,415	155,596	44,107	13,296	2,279	.....	12,083	8,669	475	.....
knit .....	.....	.....	.....	.....	.....	.....	21,070	48	752	.....	.....
Bootees	287,730	203,999	319,791	33,114	258,303	31,298	36,398	13,962	76,333	648	2,725
Boots	93,058	83,310	52,373	34,744	13,897	4,156	45,969	15,627	44,520	136	141
Leggings	3,241	8,065	.....	.....	9,446	.....	1,178	380	5,158	.....	.....
Stockings	711,085	269,797	315,797	114,405	40,626	32,648	.....	53,666	93,332	1,866	.....
Stocks, leather	154,247	36,097	28,559	7,832	18,685	20,066	5,657	1,506	26,861	.....	5,179
Uniform hats, trimmed	10,371	122,967	42,383	7,037	42,802	20,397	943	8,001	5,982	6	722
untrimmed .....	.....	.....	.....	58,201	.....	.....	.....	.....	.....	.....	.....
Uniform caps	154	744	.....	.....	.....	.....	1,500	.....	1,000	.....	.....
Forage caps	195,763	118,892	304,514	43,933	35,461	32,387	.....	21,573	17,922	796	6,828
Zouave caps .....	.....	3,180	.....	.....	.....	.....	373	3	19	.....	.....
Cap covers .....	.....	44,085	34,446	121	.....	2,630	.....	1,163	.....	.....	.....
Stable frocks	62,114	1,780	34,506	8,096	3,016	1,133	2,204	1,359	1,096	32	77
Sashes	6,523	372	2,456	1,219	85	302	2,051	185	686	213	164
Gloves .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mittens .....	.....	.....	26,824	.....	1,877	.....	.....	.....	166	.....	.....
Knapsacks	211,579	86,379	248,353	49,168	62,085	23,613	42,465	11,866	6,756	4,615	12,190
Haversacks	111,744	82,207	40,101	58,987	3,336	16,596	27,056	9,219	26,705	4,941	18,477
Canteens	225,749	123,433	194,147	57,689	25,003	18,544	19,869	9,923	29,420	3,713	20,369
Brogans	57,663	.....	11,983	.....	.....	.....	9,747	.....	.....	.....	.....
Leather gaiters	2,084	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Water-proof blankets, horsemen .....	.....	115,243	.....	.....	.....	.....	.....	.....	.....	.....	.....
footmen .....	.....	87,021	.....	.....	.....	.....	.....	.....	.....	.....	.....

No. 9.—Monthly statement of clothing reported on hand at the various clothing depots, &c.—Continued.

Articles of clothing.	Columbus.	Fort Leavenworth.	Quincy.	Pittsburg.	Detroit.	Louisville.	Davenport.	Chicago.	Newbern.	City Point.	St. Paul.
UNIFORM COATS.											
Engineers .....	.....	120	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ordnance .....	.....	67	.....	.....	2	.....	13	.....	.....	.....	.....
Artillery .....	.....	464	.....	.....	.....	153	.....	.....	2,365	165	.....
Infantry	6,457	944	560	14,847	6,167	7,652	1,646	1,704	2,375	69	7,742
UNIFORM JACKETS.											
Cavalry	3,924	4,086	.....	4,144	537	4,389	213	2,450	4,770	12	699
Artillery	1,266	773	.....	765	638	4,159	.....	1,743	2,441	126	80
Infantry	86	.....	136	.....	.....	1,373	.....	.....	.....	.....	.....
Zouave .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Knit .....	.....	.....	.....	.....	.....	8,631	.....	3,985	.....	.....	.....
Invalid corps	426	.....	129	.....	400	.....	.....	4,911	.....	.....	.....
UNIFORM TROUSERS.											
Footmen	23,512	5,464	5,461	6,476	3,529	29,552	1,539	9,259	11,757	522	1,229
Horsemen	1,359	2,421	6	2,310	1,710	8,909	275	2,272	.....	.....	700
Zouave .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Knit .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cotton-duck trousers .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Zouave vests .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Overalls .....	.....	20	.....	.....	.....	898	.....	126	.....	.....	.....
Drawers	20,859	7,301	5,360	11,523	4,027	84,836	2,032	12,105	426		1,400
Shirts, flannel	27,866	9,657	4,962	10,663	4,475	25,452	9,287	19,687	6,130		1,708

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No. 9.—Monthly statement of clothing reported on hand at the various clothing depots, &c.—Continued.

Articles of clothing.	Cairo.	Memphis.	Norfolk.	Prairie du Chien.	Keokuk.	Madison.	Augusta.	Wheeling.	Hilton Head.	Trenton.	Total.
UNIFORM COATS.											
Engineers'									1, 129		13, 618
Ordnance						4					2, 301
Artillery		2, 066	75			74			1, 025		85, 634
Infantry		7, 822	585	319	1, 009	7, 280	2, 251	1, 711	925	12, 054	360, 552
UNIFORM JACKETS.											
Cavalry	493	9, 484	111		200	1, 835	530	1, 885	2, 803		297, 089
Artillery	291	459	188			1, 496	282	500	2, 065	4	131, 090
Infantry			284					356			7, 666
Zouave										3	1, 252
Knit									24		14, 929
Invalid corps										500	52, 785
UNIFORM TROWERS.											
Footmen	1	18, 595	17	152	1, 246	20, 323	540	3, 456	6, 117	8, 068	823, 763
Horsemen	227	5, 384	181	89	300	526	314	951	9, 943	2, 089	361, 509
Zouave									79		962
Knit											
Cotton-duck trowsers											
Zouave vests											
Overalls		12									33, 610
Drawers	1, 249	23, 589	378	187	1, 286	9, 678	972	3, 354	9, 205	5, 492	1, 166, 541
Shirts, flannel	506	18, 729	290	27	1, 311	10, 547	1, 115	3, 043	11, 042	10, 541	1, 130, 482

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No. 10.

Monthly statement of camp and garrison equipage reported on hand at the various clothing depots on June 30, 1865.

Articles of equipage.	New York.	Philadelphia.	Cincinnati.	St. Louis.	Washington.	Boston.	New Orleans.	Baltimore.	Fortress Monroe.	Harrisburg.	Indianapolis.
Hospital tents.....	480	813	1,875	850	625	13	52	387	170	35	43
Wall tents	4,295	2,537	3,716	775	4	.....	580	220	294	179	353
Sibley tents.....	.....	6	2	30	89	.....	3	26	.....	2	1
Common tents	20,799	3,677	325	1,988	7,659	.....	470	4,166	2,451	2,148	496
Shelter tents.....	80,653	152,041	124,241	62,206	15,794	2,675	30,187	10,800	11,104	2,843	11,205
Frémont and Bell tents .....	.....	.....	39	4	.....	.....	.....	.....	.....	.....	88
Tent stoves.....	3,074	2,016	45	893	955	.....	.....	254	860	329	375
Bed-sacks, single	62,642	1,363	.....	12,975	3,467	1,661	8,486	714	1,124	202	.....
" double	3,006	26,692	.....	4,043	4,566	1,646	2,338	185	1,084	70	659
Mosquito bars.....	29,575	9,511	.....	10,472	27	.....	15,522	.....	109	.....	.....
Regimental colors.....	291	109	170	73	6	10	17	17	.....	6	2
Camp colors.....	3,426	448	1,502	132	546	64	238	31	101	80	.....
National colors.....	204	87	126	46	7	3	10	11	.....	6	5
Standards	449	108	536	40	23	.....	.....	24	.....	4	.....
Storm flags.....	74	136	75	15	66	17	39	10	57	4	.....
Garrison flags.....	52	99	36	28	62	3	13	9	58	5	1
Recruiting flags.....	1,085	302	282	38	18	50	106	15	17	6	.....
Guidons.....	445	231	221	418	5	25	386	57	28	18	4
Pickaxes	23,539	7,209	14,145	10,960	18,596	2,586	1,130	1,199	2,542	65	2,935
Axes.....	17,041	15,216	8,946	4,208	21,965	1,853	65	2,135	1,948	162	556
Spades	21,972	8,786	18,254	12,047	17,043	3,415	.....	1,067	1,558	175	2,632
Shovels	354	8,594	12,740	8,804	7,105	462	298	1,101	2,209	259	112
Hatchets	31,419	13,312	10,452	9,806	13,925	1,203	2,997	2,025	5,584	489	644
Mess pans	39,518	80,742	76,163	24,512	22,810	4,403	18,649	5,069	12,826	500	7,960
Iron pots.....	371	719	.....	16	107	.....	225	.....	57	.....	.....
Camp kettles	17,250	23,254	26,521	4,896	611	125	2,462	1,327	2,452	121	3,097
Bugles.....	345	67	441	1,336	302	369	55	237	58	50	32

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No. 10.—Monthly statement of camp and garrison equipage reported on hand, &c.—Continued.

Articles of equipage.	Columbus.	Fort Leavenworth.	Quincy.	Pittsburg.	Detroit.	Louisville.	Davenport.	Chicago.	Newbern.	City Point.	St. Paul.
Hospital tents.....	16	227	.....	7	2	240	.....	40	186	10	.....
Wall tents.....	876	288	.....	19	12	.....	6	608	23	26	.....
Sibley tents.....	.....	75	.....	.....	.....	.....	.....	5	.....	.....	.....
Common tents.....	367	1,714	.....	.....	.....	306	5	253	387	25	.....
Shelter tents.....	.....	25,278	.....	6,633	.....	9,902	362	5,558	9,285	262	100
Frémont and Bell tents.....	.....	6	.....	.....	.....	225	.....	.....	.....	.....	.....
Tent stoves.....	.....	529	.....	.....	42	25	.....	571	438	.....	.....
Bed-sacks, single.....	22	15,413	.....	.....	4,233	724	192	1,003	1,032	.....	370
double.....	10	1,032	200	40	902	.....	214	1,026	.....	.....	657
Mosquito, bars.....	.....	68	.....	.....	.....	.....	.....	.....	.....	.....	.....
Regimental colors.....	2	9	.....	1	2	6	13	28	.....	6	.....
Camp colors.....	3	44	.....	18	52	8	74	295	.....	34	4
National colors.....	.....	6	.....	10	2	16	16	27	.....	7	.....
Standards.....	.....	.....	.....	.....	.....	.....	2	4	.....	5	.....
Storm flags.....	3	30	2	3	.....	18	.....	129	10	8	1
Garrison flags.....	2	21	.....	.....	4	.....	2	74	4	8	.....
Recruiting flags.....	2	31	.....	.....	16	19	.....	86	2	.....	3
Guidons.....	.....	8	.....	2	.....	20	13	19	33	.....	.....
Pickaxes.....	1,749	2,888	7	661	846	3,071	.....	1,295	1,605	45	428
Axes.....	644	3,257	.....	254	716	.....	1,947	2,607	1,980	88	167
Spades.....	828	2,871	16	316	601	3,248	1,911	1,709	1,751	17	346
Shovels.....	161	1,490	.....	.....	.....	.....	.....	7	826	250	.....
Hatchets.....	1,340	2,747	11	843	669	543	1,968	2,874	2,205	20	515
Mess pans.....	1,101	3,541	10	5,169	1,270	16,232	3,290	5,370	8,683	120	884
Iron pots.....	.....	25	.....	.....	.....	.....	.....	80	78	.....	.....
Camp kettles.....		1,859		2,081	501	162	1,058	1,906	326	177	167
Bugles.....	99	91		7	11	34	50	86	40	23	

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No. 10.—Monthly statement of camp and garrison equipage reported on hand, &c.—Continued.

Articles of equipage.	Cairo.	Memphis.	Norfolk.	Prairie du Chien.	Keokuk.	Madison.	Augusta.	Wheeling.	Hilton Head.	Trenton.	Total on hand.
Hospital tents.....	7	.....	6	.....	.....	25	.....	.....	10	2	6,121
Wall tents.....	1	413	131	.....	.....	32	8	23	222	31	15,672
Sibley tents.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	240
Common tents.....	461	1,653	535	.....	.....	.....	226	1,235	2,374	185	53,902
Shelter tents.....	.....	218,931	310	.....	.....	2,762	2,059	310	4,897	856	791,254
Frémont and Bell tents.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	363
Tent stoves.....	.....	45	.....	.....	.....	20	.....	1,066	2	.....	11,539
Bed-sacks, single.....	.....	29	20	.....	150	27	492	200	274	.....	116,815
double.....	76	31	.....	.....	.....	937	30	500	.....	278	50,222
Mosquito bars.....	102	86	257	.....	.....	.....	.....	.....	545	.....	66,274
Regimental colors.....	2	7	.....	.....	.....	7	1	.....	.....	4	789
Camp colors.....	.....	47	.....	.....	.....	32	9	57	13	12	7,270
National colors.....	2	5	.....	.....	.....	7	2	.....	.....	4	609
Standards.....	.....	32	.....	.....	.....	2	.....	.....	5	.....	1,234
Storm flags.....	2	10	6	.....	.....	2	5	.....	21	5	748
Garrison flags.....	2	1	2	.....	.....	1	1	.....	6	.....	497
Recruiting flags.....	.....	9	.....	.....	.....	3	19	.....	.....	.....	2,103
Guidons.....	.....	66	.....	.....	.....	2	19	.....	19	.....	2,039
Pickaxes.....	5	1,353	93	12	190	1,233	285	1,267	979	.....	103,228
Axes.....	205	1,978	134	7	255	1,402	96	250	170	310	90,548
Spades.....	210	1,223	398	7	98	1,405	123	500	.....	296	105,132
Shovels.....	41	2,499	.....	.....	.....	61	.....	18	.....	605	47,391
Hatchets.....	91	2,284	177	24	188	1,191	178	498	716	309	111,247
Mess pans.....	302	4,886	732	.....	229	3,682	1,440	2,849	8,925	2,279	354,086
Iron pots.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,678
Camp kettles.....	60	3,652	370		71	1,161	693	327	8,624	1,106	106,417
Bugles.....	5	33	9		7		18	2	77	9	3,893

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Respectfully submitted to the Quartermaster General :

ALEX. J. PERRY, Colonel, Quartermaster's Department.

QUARTERMASTER GENERAL'S OFFICE, SECOND DIVISION, *October 21, 1865.*

No. 11.—*Statement showing the aggregate expenditure for the purchase of clothing and equipage, and material, during the fiscal year ending June 30, 1865, at the purchasing depots at New York, Philadelphia, and Cincinnati.*

	Philadelphia.	New York.	Cincinnati.	Total.
Clothing	\$20,297,473 96	\$23,340,040 42	\$26,449,767 82	\$70,087,282 20
Equipage	7,992,255 65	3,105,147 20	2,417,902 24	13,515,305 09
Material	14,678,464 21	976 20	6,737,378 43	21,416,818 84
Total	42,968,193 82	26,446,163 82	35,605,048 49	105,019,406 13

Respectfully submitted to the Quartermaster General :

ALEX. J. PERRY, Colonel, Q. M. D.

QUARTERMASTER GENERAL'S OFFICE,
Second Division, October 21, 1865.

No. 12.—*Statement showing the quantity of material purchased at the depots at New York, Philadelphia, and Cincinnati, since May, 1861.*

Articles—Material.	Philadel- phia.	New York.	Cincinnati.	Total.
Woollen cloths and kerseys :				
6-4 dark-blue cloth, (uniform coat) . yards.	588,496	290,000	822,516	1,701,012
$\frac{3}{4}$ dark-blue cloth, (uniform coat) . do..	1,630,839	166,000	.....	1,796,839
6-4 dark-blue cloth, (forage cap) . do..	4,820	23,250	.....	28,070
Canteen (covering) . do..	109,487	.....	.....	109,487
6-4 sky-blue kersey . do..	772,341	138,000	.....	910,341
$\frac{3}{4}$ sky-blue kersey . do..	11,760,168	802,000	1,503,943	14,066,111
6-4 dark-blue kersey . do..	60,736	884,000	.....	944,736
$\frac{3}{4}$ dark blue kersey . do..	459,826	25,000	.....	484,826
6-4 green facing cloth . do..	929	.....	.....	929
6-4 scarlet facing cloth . do..	3,028	.....	.....	3,028
6-4 sky blue facing cloth . do..	12,405	10,100	.....	22,505
$\frac{3}{4}$ sky-blue facing cloth . do..	90	.....	.....	90
Irregular cloth . do..	330,255	.....	.....	330,255
Cotton duck :				
Hospital tents, 30-in., 22 $\frac{1}{2}$ oz . do..	11,265	.....	.....	11,265
Hospital tent flies, 30-inch, 15 $\frac{1}{2}$ oz . do..	.....	.....	25,022	25,022
Wall & Sibley tents, 28 $\frac{1}{2}$ -in., 15 oz . do..	152,155	.....	.....	152,155
Wall tents, 24-inch, 12 $\frac{1}{4}$ oz . do..	.....	.....	893,784	893,784
Wall tent flies, 28 $\frac{1}{2}$ -in., 10 oz . do..	184,588	.....	3,845,409	4,029,997
Common tents, 22-in., 11 oz . do..	14,516	.....	.....	14,516
Common tents, 22-inch, 9 oz . do..	46,722	.....	.....	46,722
Tent frills and baling, 28 $\frac{1}{2}$ -in., 8 oz . do..	21,092	.....	200,162	221,254
Tent frills and baling, 33-in., 10 oz . do..	8,111	.....	.....	8,111
Flannels :				
$\frac{3}{4}$ Canton flannel . do..	3,220,219	.....	2,312,510	5,532,729
Gray . do..	4,818,994	1,081,250	2,414,648	8,314,892
$\frac{3}{4}$ blue . do..	333,969	680	.....	334,649
6-4 blue wool, (sack coat) . do..	310,886	680,510	.....	991,396
$\frac{3}{4}$ blue wool, (sack coat) . do..	2,562,119	770,246	1,094,676	4,427,041
Black silesia . do..	337,992	139,700	.....	477,692
Muslin twills and corset jeans . do..	6,335	257,117	.....	263,452
4-4 muslin twills, unbleached . do..	2,029,747	78,500	261,316	2,369,559
$\frac{3}{4}$ cotton drilling . do..	2,395,100	600,000	.....	2,995,100
4-4 cotton drilling . do..	231,789	.....	.....	231,789
Cotton, sewing, spools . number.	413,448	16,900	493,500	923,848
Russia sheeting . yards.	109,057	.....	.....	109,057

No. 12.—Statement showing the quantity, &c.—Continued.

Articles—Material.	Philadel- phia.	New York.	Cincinnati.	Total.
Alpaca yards.	197,873	19,000	2,167	219,040
Brown linen do.	146,303		72,243	218,546
Canvas padding do.	596,903		78,278	675,181
Linings do.	2,720,104			2,720,104
Webbing, cotton, 1-inch do.		3,000	20,160	23,160
Tape pieces.	182,607	128,000	14,400	325,007
Webbing, cotton, 1½-inch yards.	20,118		40,320	
Flax bagging do.	6,986			6,986
Pasteboard pounds.	5,785			5,785
Bunting, red pieces.	1,783	19,000		20,783
white do.	1,546	17,000		18,546
blue do.	737	8,000		8,737
Worsted lace, 1½-inch yards.	399,653		150,100	449,753
½-inch do.	1,844,768		300,000	2,144,768
¾-inch do.	4,572,205		1,018,360	5,590,565
Silk lace, ½-inch do.	78,562			78,562
Silk, sewing ounces.	42,544	6,000		48,544
Burlaps yards.	271,540	6,000	111,805	389,345
Standard drills do.			3,011,797	3,011,797
Luster do.			3,527	3,527
Thread pounds.	189,871		13,427	203,298
Buttons, coat gross.	83,825	28,650		112,475
vest do.	148,591	16,670	29,765	195,026
shirt do.	223,601	33,350	13,212	270,163
suspender do.	196,067	33,350	19,080	248,497
all kinds do.			21,988	21,988
Buckles, ½-inch, roller do.	13,640			13,640
¾-inch, roller do.	3,531			3,531
1-inch, roller do.	2,241			2,241
1½-inch, roller do.	4,806			4,806
Flax sewing twine pounds.	2,323		1,051	3,374
Hooks and eyes gross.	25,184	13,900	3,136	42,220
Baling rope pounds.	40,631			40,631
Cotton twine do.			39,670	39,670
Flag thimbles do.	3,526			3,526
Chin-strap slides number.	222,180			222,180
Leather, buckskins do.	2,117			2,117
sheep, morocco, skins sides.	3,247			3,247
black, bridle do.	15,981			15,981
russet, bridle do.	2,599			2,599
wax, upper feet.	529,875			529,875
sole pounds.	1,895,982			1,895,982
welt do.	158,263			158,263
stock sides.	652			652
visor feet.	13,872			13,872
chin-straps do.	3,857			3,857
split, for knapsacks pounds.	24,958			24,958
Cap leathers, complete sets.	41,663			41,663
Tent buttons number.	2,442,056		1,903,200	4,345,256
line, large pounds.	40,894			40,894
twine, cotton, sewing do.	16,000			16,000

Respectfully submitted to the Quartermaster General:

ALEX. J. PERRY, Colonel, Q. M. D.

QUARTERMASTER GENERAL'S OFFICE,

Second Division, October 21, 1865.

No. 13.

Statement showing the number of the principal articles of clothing and equipage purchased at the depots of Philadelphia, New York, and Cincinnati since May, 1861.

[NOTE.—This statement includes only articles purchased already made up. It is exclusive of the articles manufactured from material purchased, for which see Statement No. 6.]

Articles.	Philadelphia.	New York.	Cincinnati.	Total.
Uniform coats	948,904	587,000	345,823	1,881,727
jackets	591,125	343,400	169,646	1,104,161
trousers, foot	2,398,772	2,195,674	1,473,603	6,068,049
trousers, horse	607,997	553,420	527,329	1,688,746
Vests	3,844	.....	.....	3,844
Overalls	5,001	26,000	.....	31,001
Drawers	4,697,300	3,408,900	2,632,165	10,738,365
Shirts	4,349,656	4,391,634	2,350,349	11,091,639
Greatcoats, foot	1,062,258	1,063,600	677,661	2,803,519
horse	437,835	312,300	273,396	1,023,531
Straps for greatcoats	1,705,753	.....	398,530	2,104,283
Blankets, woollen	1,920,902	2,380,053	1,609,104	5,910,059
rubber and painted	959,307	723,700	210,000	1,893,007
Ponchos, rubber and painted	532,279	254,525	809,755	1,596,559
Talmas	25,451	6,259	3,000	34,710
Sack coats, lined	1,031,139	1,459,000	1,195,616	3,685,755
unlined	594,451	842,150	372,669	1,809,270
knit .....	.....	530,144	.....	530,144
Bootees, sewed	3,231,647	2,759,900	90,750	6,082,297
pegged .....	.....	363,880	1,835,459	2,199,339
Brogans .....	.....	124,920	.....	155,580
Boots, sewed	909,016	559,532	.....	1,468,548
pegged .....	.....	341,900	731,166	1,073,066
Leggings	145,138	27,000	5,169	177,307
Stockings	7,901,546	7,429,596	4,988,754	20,319,896
Stocks, leather	276,254	419,000	50,560	745,814
Uniform hats	701,566	990,618	682,340	2,347,524
caps	6,287	.....	.....	15,738
Forage caps	2,163,522	1,644,280	958,298	4,766,100
Cap covers	100,143	394,200	180,243	674,586
Stable frocks .....	.....	109,000	45,000	154,000
Sashes	19,618	.....	6,099	25,717
Gloves	74,570	.....	.....	74,570
Mittens	95,675	22,000	92,000	209,675
Knapsacks	1,208,627	1,430,310	944,387	3,583,324
Haversacks	1,714,319	1,841,400	1,008,889	4,564,608
Canteens	1,979,797	1,903,260	1,317,557	5,200,614
Hospital tents	16,243	7,605	1,265	25,113
Wall tents	39,541	28,625	2,783	70,949
Sibley tents	21,572	15,099	165	36,836
Common tents	128,037	124,868	3,142	256,047
Shelter tents	998,326	866,900	334,140	2,199,366
Bell tents .....	.....	.....	1,287	1,287
Tent stoves	24,777	19,500	1,175	45,452
Bed-sacks, single	32,748	147,000	.....	179,748
double	49,275	30,000	.....	79,275
Mosquito bars	9,580	124,000	.....	133,585
Regimental colors	765	1,021	564	2,350
Camp colors	1,819	7,800	1,502	11,121
National colors	890	917	500	2,307
Standards	286	225	700	1,211
Storm flags	308	759	430	1,497
Garrison flags	25	557	180	762
Recruiting flags	357	2,670	500	3,527
Guidons	4,189	4,551	1,476	10,216

No. 13.—*Statement showing the number of articles purchased, &c.*—Continued.

Articles.	Philadelphia.	New York.	Cincinnati.	Total.
Pickaxes	79,448	114,910	62,522	256,280
Axes	276,095	183,000	139,258	568,353
Spades	107,910	121,700	84,379	313,989
Shovels	63,887	23,931	60,536	148,354
Hatchets	137,760	135,389	70,174	343,323
Mess pans	446,542	298,300	281,422	1,026,264
Iron pots	1,398	1,700	.....	3,098
Camp kettles	232,655	141,000	152,548	526,203
Bugles	9,717	7,700	4,010	21,427
Trumpets	8,238	4,610	2,010	14,858
Drums	19,154	13,840	4,502	37,496
Fifes	15,533	12,420	4,687	32,640
Hospital flags, general	261	101	200	562
post and field	698	201	.....	899
Ambulance flags	2,500	401	1,750	4,651
BOOKS.				
Company order	12,414	16,660	8,631	37,705
clothing	14,692	17,200	8,629	40,521
descriptive	14,349	16,960	8,631	39,940
morning report	13,311	16,460	8,631	38,402
Post order	1,994	3,000	1,151	6,145
morning report	2,000	3,000	1,313	6,313
letter	2,000	3,000	1,506	6,506
guard	1,560	3,000	955	5,515
Regimental general order	2,170	2,056	750	4,976
letter	2,471	2,156	1,251	5,878
descriptive	2,118	1,956	1,250	5,324
index	1,914	1,556	1,300	4,770
order	2,763	2,056	1,249	6,068
Target Practice	398	.....	500	898
Consolidated morning report .....	.....	.....	.....	.....

Respectfully submitted to the Quartermaster General:

ALEX. J. PERRY, *Colonel, Q. M. D.*

QUARTERMASTER GENERAL'S OFFICE,

Second Division, October 21, 1865.

No. 14.

Statement showing the highest and lowest prices paid by the department for articles of clothing and equipage during the past four years of war.

Articles.	Lowest price.	Highest price.
Uniform hat.....	\$1 62	\$2 18½
Uniform hat feather.....	08½	15½
cord and tassel.....	10½	16
eagle.....	00½	02
castle.....	08	19
shell and flame.....	04	04
crossed sabres.....	01½	03
crossed cannon.....	01½	02½
bugle.....	00 ⁹ / ₁₀₀	02
letters.....	00 ¹ / ₁₀₀	01½
numbers.....	00. 87½	01½
Forage caps.....	35	1 04
Forage cap covers.....	07½	12½
Uniform coats.....	4 08	14 67
jackets.....	4 25	9 94
Chevrons, N. C. S., pairs of.....	30	45
1st sergeant's.....	18	35
sergeant's.....	19½	27
corporal's.....	12½	18
Caduceus.....	35	80
Shoulder scales, N. C. S., pairs of.....	35	80
sergeant's.....	33	80
private's.....	25	60
Trowsers, footmen s.....	2 05	5 40
horsemen's.....	3 31½	5 89
Sash.....	1 98	2 50
Flannel sack coat, lined.....	2 10	5 09
unlined.....	1 87½	4 37½
Shirts, flannel.....	45	3 01
knit.....	69	2 34
Drawers, flannel.....	37	1 90
knit.....	72	1 78
Stockings.....	22½	52½
Bootees, sewed.....	1 71	3 24
pegged.....	1 33	2 45
Boots, sewed.....	3 00	4 83
pegged.....	1 45	4 08½
Greatcoats, footmen's.....	6 50	13 17
horsemen's.....	7 74	16 11
Blankets, woollen.....	2 18¾	7 75
rubber.....	2 00	5 00
painted.....	1 99	2 35
Ponchos, rubber.....	1 87	5 60
painted.....	1 83	2 35
Leather stocks.....	08	13
leggings.....	1 12½	2 00
Cotton leggings.....	74	1 25
Overalls.....	1 31	2 06
Stable frocks.....	62	2 23
Hospital tents and flies.....	56 40	227 61
Wall tents and flies.....	23 50	55 00
Common tents.....	9 87	25 00
Shelter tents.....	1 93	10 74

Respectfully submitted to the Quartermaster General :

ALEX. J. PERRY, Colonel, Q. M. D.

QUARTERMASTER GENERAL'S OFFICE,
Second Division, October 21, 1865.

No. 15.

QUARTERMASTER GENERAL'S OFFICE,
Washington, D. C., November 4, 1865.

Statement of claims received in the Second Division of the Quartermaster General's office during the fiscal year ending June 30, 1865.

Number of claims received 34, amounting to	\$98,274 65
Number of claims reported to the Third Auditor and referred to officers for settlement 16, amounting to	66,662 22
Number of claims disallowed (in their present condition) 10, amounting to	8,682 65
Number of claims not acted on 8, amounting to	22,929 78

Respectfully submitted:

A. G. ROBINSON, *Capt. and A. Q. M.,*
For Col. Alexander J. Perry, in charge 2d Division.

—
QUARTERMASTER GENERAL'S OFFICE,
Washington, D. C., November 6, 1865.

Statement of claims received in the Second Division of the Quartermaster General's office from July 1, 1865, to present date.

Number of claims received 17, amounting to	\$4,515 90
Number of claims reported to the Third Auditor and referred to officers for settlement 1, amounting to	10 25
Number of claims disallowed (in their present condition) 7, amounting to	2,484 40
Number of claims not acted on 9, amounting to	2,021 25

Respectfully submitted:

ALEXANDER J. PERRY,
Col. Q. M. Dep't, in charge 2d Division.

No. 16.

QUARTERMASTER GENERAL'S OFFICE,
Washington, D. C., August 31, 1865.

GENERAL: I have the honor to report for the fiscal year ending June 30, 1865, relative to the operations of the Third Division, in charge of the ocean and lake transportation of the War Department, as follows:

During the first month of the year the office-work of the division was nearly suspended by most of the employes being called into active service in the field to assist in repelling the rebel raid on Washington; nevertheless, sufficient steamers were promptly on hand at City Point for the transportation of the 6th army corps to Washington and Baltimore, rendering efficient service in driving back the invading force.

Also, in this month, the army of General Canby was moved from New Orleans to Mobile bay, co-operating with the navy in the reduction of the forts.

From August to December no large army movements requiring water transportation were made, but a great number of steamers were used to forward the supplies for the armies before Richmond.

In December the approach of General Sherman's army to the Atlantic coast taxed the resources of the department to the utmost extent. The precise point of his advent was not known; it was a stormy season of the year, and only reliable ocean steamers could be used, with a proper regard for the lives of the passengers, and the property on board.

At this time some three hundred thousand men, including the armies of Grant and Sherman, were dependent entirely for their supplies upon water transportation. The winter was unusually severe; storms swept the ocean, and ice blocked the bays and rivers. Notwithstanding, the troops were kept well supplied, and stores and forage were sent as far south as Pensacola, and a large number of light-draught river steamers and tugs were sent to Hilton Head, South Carolina, to be on hand for the navigation of the shoal rivers of the southern coast, all of which, fortunately, arrived in safety, and rendered efficient service after the fall of Savannah and Charleston.

When General Sherman's army left Savannah, in continuation of its victorious march through the southern States, a part was transported by sea to Beaufort, North Carolina, while the light fleet of steamers followed along the coast, ready again to meet and co-operate with the army at Wilmington and Morehead City. A large number of canal barges were sent *via* the Chesapeake and Albemarle canal, to carry supplies up the North Carolina rivers.

On the 24th of this month, (December,) an eventful one in our history, the first attack on Fort Fisher was made, and ocean transportation was provided for the land forces from City Point, Virginia, and, when the expedition proved unsuccessful, brought the troops back to Fortress Monroe. In January another and successful expedition was sent to the Cape Fear river, resulting in the fall of Fort Fisher and the evacuation of Wilmington, North Carolina, by the rebels.

The department was much embarrassed at this time by the difficulty of procuring ocean steamers whose draught of water would allow them to enter Cape Fear river, and at Morehead City, which were not safe to attempt with a greater draught than twelve feet. Steamers had to lie at anchor on an open coast in mid-winter, and discharge their cargoes in small vessels.

In this connexion, I would state, as worthy of remark, that during the last fiscal year only three vessels in the service of the War Department have been lost at sea. One of them, the *North America*, was a new, first class steamer; another, the *General Lyon*, took fire, and was burned; and the third one, the *Admiral Du Pont*, collided with a ship at sea, and was sunk. These were all chartered steamers, and the loss of life and property was not great.

From January to the surrender of General Lee, in April, the water transportation department continued faithfully to supply the two great armies of Grant and Sherman, and nearly every ocean steamer of any capacity in the country was employed.

After the surrender of the rebel armies in the Atlantic States, and the virtual close of the war, every exertion was made to reduce the expenses of the department, and vessels belonging to the government were sold, and chartered ones discharged as fast as the service would allow.

Of the first class, it is not supposed the government will realize a sum from their sale in proportion to their original cost. The requirements of the service were such that they were always under a severe strain; and notwithstanding frequent repairs, the close of the war found most of them in bad condition. Many ships were yet required to carry back the returning veterans, and, in addition, transportation had to be furnished for thousands of our own released prisoners, and for rebel released prisoners, refugees and freedmen, to the points nearest their homes.

In May a requisition was made upon the department for ocean transportation for the 25th army corps from City point, Va., to Texas. This corps numbered about twenty-five thousand men.

The enclosed tabular list will enable you to form an idea of the requirements necessary for a large ocean expedition.

It comprised fifty-seven ocean steamers, (one of which made two voyages,) making the entire tonnage of the vessels employed amount to fifty-six thousand nine hundred and eighty-seven tons.

They were all provided for a twelve-days' voyage, allowing for the consumption of coal per day nine hundred and forty-seven tons, and for water fifty thousand gallons.

While all the vessels were employed, the expense of the expedition amounted to thirty-three thousand three hundred dollars and ninety-one cents per day.

Each vessel was fitted up suitably for the cargo to be carried. Bunks were constructed for the troops, and stalls for two thousand one hundred and thirty-nine animals, being part of the expedition.

The vessels were supplied with an ample quantity of coal and water, and were thoroughly inspected, so that in case of disaster no blame would attach to the department for sending unseaworthy vessels. They all arrived safely at their destination, no accident of any kind having been reported.

At the same time the Texas expedition was under way, seven thousand troops were sent by sea from Washington to Savannah, and three thousand released rebels from Point Lookout and Fort Delaware to Mobile.

With this closes the work of the ocean and lake transportation division for the fiscal year ending June 30, 1865.

No mention has been made of transportation on the lakes, as none was required, except one small steamer used for the convenience of the prisoners on Johnson's island, between that and the main.

The enclosed tabular list of transportation employed by the division shows the number of vessels in service during the year, from which it appears the average daily expense of the division for the fiscal year amounts to \$92,414.

The average number of steamers employed, owned and chartered, 351; tugs, 111.

The average amount of tonnage of the above, 171,081; tonnage of tugs, 13,262.

The average number of sail vessels employed, 89.

The average amount of tonnage of the above, 17,738.

The average number of barges employed, 168.

The average amount of the tonnage of the above, 22,903.

The total number of vessels employed, 719.

The total amount of tonnage employed, 224,984.

In closing my report, I would respectfully make some remarks relative to the duties of my division, and the transportation, by water, of the United States.

At the beginning of the rebellion we were found wanting in nearly every material preparation for the war, except an ample supply of ships and steamers, the importance of which was very great in a country like ours, penetrated in every direction by navigable rivers, and indented on the coast by deep and sheltered harbors.

Nothing contributed more to the success of our cause than this, enabling us, with the assistance of the navy, to concentrate rapidly and secretly large bodies of troops upon the weak points of the enemy, and in this way New Orleans, Hilton Head, Fort Fisher, City Point, Mobile, and the great Mississippi valley were cleared of the rebels. That they fully appreciated this is evident from their desperate and frantic efforts to destroy our shipping by the torch of the incendiary, torpedoes, or the more open attack by armored vessels.

In the first rush of troops to the war, by the inexperience of quartermasters, or the unfaithfulness of government agents, and not overpatriotic ship-owners, many unsuitable vessels were employed for the service and paid at high prices. This was remedied as soon as possible by the Quartermaster General, and a scale of prices fixed per ton for the guidance of quartermasters, and stringent orders issued that no vessel should be sent with troops to sea unless she had been properly constructed for such purpose.

All charters were made allowing the department to take possession of the vessel by paying 33 per cent. profit on the valuation, and the running expenses

and repairs, and be credited with the amount paid for charter. By this means a large number of vessels became the property of the government, and the higher the rate of charter, the sooner the vessel would pay for herself. The valuation was fixed by one or more officers of the navy, duly detailed for that duty.

It is important that quartermasters should inform themselves of the kind of steamers suitable to carry troops by sea.

If a side-wheel steamer, in order that the paddle-wheels may be secure from the action of the waves, the projection in the side, called the sponcing, should be carried up so as to make that portion as solid as any other part of the ship. This is to be done by carrying timbers, curved according to the form necessary for admitting the water to the paddles, from the floor of the ship to the very outermost projection as well as within the paddles, deviating very little from what would be the regular form of a sailing vessel.

According to the best authorities the following parts of a vessel of this kind should be increased in actual strength by one-fourth, viz: the keel, stern, apron or inner stern, futtocks, floor timbers, dead-wood, stern-post, transom, inner post, frame timbers, and filling timbers abreast of the engine, as should also the wales, the rudder and the rudder fastenings. The steamer should be provided with sufficient masts and sails, in case of accident to her motive power, which should not be less than a fore-and-aft sail to each mast, set upon a gaff, these being intended for the usual wants of the vessel; while there should also be a trysail to each mast, to be set in storms.

The weight of machinery should be well below the water-line; and quartermasters should not be deceived into employing, as ocean steamers, river or lake vessels boxed up to resemble a sea vessel, but having broad guards only a few feet from the water, and which the first storm at sea is liable to send to the bottom.

Steamers for the transportation of troops by sea should be high between decks, and well ventilated by hatches, wind-sails and side-lights. Water-closet arrangements and temporary bath fixtures can easily be made which contribute greatly to the health and comfort of troops on shipboard. Dampness can be obviated by the use of drying-stoves.

I would respectfully recommend that the arms, baggage and knapsacks of the troops be taken, as they embark, and stowed in a convenient place, to be returned when about to leave the ship. Soldiers from sea-sickness, want of use to the motion of the ship, are unable to take care of their arms, which might be damaged without the possibility of their preventing it.

When a steam vessel comes alongside of a wharf or other vessel, care should be taken that the gang-boards are properly fixed and attended by seamen before the troops are allowed to step on them, and they ought to be made to march with regularity.

The senior officer in command of troops on board should cause a careful inspection to be made twice a day relative to their condition, and if any symptoms of a contagious disease should appear among the men, they should be immediately separated from their comrades until the character of the disease is known.

While a well-regulated ship is remarkable for health, one where proper precautions are not observed soon becomes a floating pest-house. A steamer for the transportation of troops should be well provided with boats ready to lower away at a moment's notice. She should be fitted with sufficient life-buoys, ready to be shipped or cast away if a person should fall overboard.

The troops on board should on no account be allowed to interfere with the management of the ship, and arrangements should be made in case of accidents to prevent a rush to the boats.

If a boat is to be lowered, it should be done by the people of the ship, and not by soldiers unaccustomed to that kind of service, which often causes loss of life.

The commanding officer on board should only under extraordinary circumstances oblige the captain to put to sea, or cross a dangerous bar, to go into port, if the captain should protest against it as incurring risk of life and property. For the more particular guidance of quartermasters in charge of transportation I would refer to the excellent instructions embodied in the Revised Army Regulations of the War Department, page 20, article 37.

I have the honor to be, very respectfully, your obedient servant,

GEO. D. WISE,

Colonel, in charge Ocean and Lake Transportation.

Brevet Major General M. C. MEIGS,

Quartermaster General U. S. A., Washington, D. C.

No. 17.

Statement of vessels chartered or employed by the Quartermaster's department (on ocean and lake service) during the fiscal year ending June 30, 1865.

(THIRD DIVISION QUARTERMASTER GENERAL'S OFFICE.)

No.	Names.	Class.	Tonnage.	Rate per day.
1	Alert	Screw tug.....	67	\$40 00
2	Alida	do.....	78	40 00
3	Arago.....	Side-wheel steamer..	2,240	950 00
4	Allison, M. S.....	do.....do.....	148	80 00
5	Ariel.....	do.....do.....	1,736	550 00
6	Adelia	Screw tug.....	116	53 00
7	Anna Maria	Side-wheel steamer..	313	140 92
8	Ambition.....	Screw tug.....	35	37 50
9	Atlanta	Screw steamer.....	1,054	474 30
10	Aspinwall, W. H.....	Pilot-boat	99	40 00
11	Adams, G. S	Schooner.....	230	35 84
12	Abbey, B	do.....	79	15 00
13	Anna Sophia.....	do.....	120	22 00
14	Americus.....	do.....	302	40 27
15	Avon	do.....	203	27 20
16	Audenried, Lewis	Canal barge.....	131	10 52
17	Alexander the Great.....	do.....	119	9 58
18	Beverley	Screw steamer.....	182	85 00
19	Beaufort	do.....	294	132 30
20	Barton, Rebecca	do.....	350	160 00
21	Brearly, Armitage.....	do.....	160	75 00
22	Boyer, L.....	Screw tug.....	101	52 50
23	Burnside, General A. E.....	do.....	72	50 00
24	Brown, Colonel S. L	do.....	42	40 00
25	Baker, Lizzie.....	Side-wheel steamer..	432	120 00
26	Burden, Henry	do.....do.....	268	120 00
27	Brooks, John.....	do.....do.....	780	351 00
28	Banks, N. P.....	do.....do.....	399	300 00
29	Brady, James T.....	do.....do.....	1,402	450 00
30	Baltic.....	do.....do.....	434	195 30
31	Barnes, General J. K.....	do.....do.....	1,365	614 00
32	Black Diamond.....	do.....do.....	184	100 00
33	Blackstone	Screw steamer	991	317 00
34	Buck, Dudley	do.....	593	189 00
35	Boardman, M. A	Side-wheel steamer..	534	171 00
36	Biddle, E. C.....	Screw steamer.....	176	79 19
37	Blackbird	Side-wheel steamer..	256	120 00
38	Brown, Nellie.....	Schooner.....	377	56 70
39	Buena Vista.....	do.....	231	34 63

No. 17.—*Statement of vessels chartered, &c.*—Continued.

No	Names.	Class.	Tonnage.	Rate per day.
40	Butterfly	Schooner	100	\$15 00
41	Biven, E. C.	do	66	8 86
42	Brown, Mary	do	291	Unknown.
43	Boyd, James	do	145	19 33
44	Blue, Rhodella	do	270	36 00
45	Board of Trade	Canal barge	135	10 80
46	Baker, Colonel G. M.	do	135	10 80
47	Broad Mountain	do	116	9 34
48	Bird Hill Boy	do	104	12 00
49	Bluebird	do	100	12 00
50	Blue Mountain	do	122	9 81
51	Bennett, Lizzie E.	do	135	10 87
52	Baxter, Wm. M.	Double-deck barge ..	110	11 35
53	Cambria	Side-wheel steamer ..	474	350 00
54	Charleston	do	233	105 00
55	Cahill, T. E.	Screw steamer	195	75 00
56	Constitution	Screw tug	123	70 00
57	Connecticut	Side-wheel steamer ..	1,129	500 00
58	Columbus	do	370	175 00
59	Custar, General	Screw steamer	542	200 00
60	Clyde, Rebecca	do	446	200 84
61	Constitution	do	944	400 00
62	City of Hudson	Side-wheel steamer ..	443	200 00
63	Cassandra	Screw steamer	1,285	578 25
64	Collins, Geo. C.	Side-wheel steamer ..	234	100 00
65	Champion	do	441	198 45
66	City Point	do	1,100	450 00
67	Columbia	do	768	346 00
68	Champion	Screw steamer	1,452	464 00
69	Concordia	do	1,681	538 00
70	Catlin, Pope	Side-wheel steamer ..	148	35 00
71	Columbia	do	125	70 00
72	Champion	Screw tug	57	60 00
73	Coit, W. W.	Side-wheel steamer ..	399	193 28
74	Clyde, W. P.	Screw steamer	500	226 80
75	Croatan	Screw tug	28	40 00
76	Crescent	Side-wheel steamer ..	678	500 00
77	Coleman, J. D.	Screw steamer	166	45 00
78	Clyde	Screw tug	96	50 00
79	Chesapeake	do	93	55 00
80	Chowan	do	56	40 00
81	Castner, D. O.	Brig	297	39 60
82	Cady, S. H.	Schooner	209	31 33
83	Cora	do	99	Seized.
84	Campbell, Mary	do	Unknown.	Do.
85	Chief	do	296	Do.
86	Clara	do	247	41 16
87	Catharine Ann	Canal barge	118	7 48
88	Connelly, E. T.	do	121	9 70
89	Coleman, Hunter	do	112	8 99
90	Clarkson, Thomas	Double-deck barge ..	120	17 60
91	Craig, S. E.	do	153	20 52
92	Diamond State	Side-wheel steamer ..	312	140 00
93	Don Juan	Screw tug	60	45 00
94	Delaware	Screw steamer	426	150 00
95	DuPont, S. F.	Screw tug	126	70 00
96	Doris	Screw steamer	1,360	650 00
97	Davidson, M. B.	Side-wheel steamer ..	134	100 00
98	Dodge, Geo. S.	Screw tug	61	45 00
99	Donielle	Schooner	343	57 17
100	Delle, Alice	do	212	Seized.
101	Domfeldt, C. A.	Canal barge	135	10 80
102	Dunnan, H.	do	124	9 95

No. 17.—*Statement of vessels chartered, &c.*—Continued.

No.	Names.	Class.	Tonnage.	Rate per day.
103	Dime	Canal barge.....	130	\$10 40
104	Duell, James	do.....	123	10 00
105	Everman, J. W.	Screw steamer.....	692	250 00
106	Everett, Edward.....	Side-wheel steamer..	805	325 00
107	Eagle.....	do.....do.....	175	110 00
108	Ella	Screw tug.....	53	30 00
109	Empire	Screw steamer.....	416	187 20
110	Ella	Side-wheel steamer..	246	150 00
111	Empire City.....	do.....do.....	1,751	775 00
112	Exchange	do.....do.....	227	100 00
113	Etty, Samuel	Schooner.....	276	36 80
114	Elwell, C. W.	do.....	296	44 40
115	Elizabeth and Alina	do.....	257	34 40
116	Elizabeth B	do.....	98	20 00
117	Empire State	do.....	91	Seized.
118	Ellen, Mary	Canal barge.....	125	10 04
119	Ellis, James S	do.....	123	9 89
120	Edmonds, N. E.....	do.....	177	23 60
121	Empire City.....	do.....	112	9 00
122	Favorite	Screw tug.....	100	60 00
123	Fairy Queen.....	do.....	46	35 00
124	Foote, Commodore	do.....	106	70 00
125	Fairbanks.....	Screw steamer.....	491	221 25
126	Fraucis	do.....	352	150 00
127	Fulton	Side-wheel steamer..	2,307	950 00
128	Fairhaven	Screw steamer.....	474	200 00
129	Fannie.....	do.....	432	150 00
130	Falcon	do.....	875	394 00
131	Foulks, Thomas.....	Side-wheel steamer..	155	90 00
132	Fletcher, A.	do.....do.....	160	140 00
133	Frazier, W. W.	do.....do.....	128	65 00
134	Fuller, John.....	Screw tug.....	93	75 00
135	Fairy	do.....	43	30 00
136	Fort, J. R.....	Schooner.....	138	18 48
137	Forsythe, John	do.....	248	45 48
138	Frazier, F. J.....	do.....	140	21 00
139	Frederick, No. 2	do.....	Unknown.	Seized.
140	Financier.....	Canal barge.....	135	10 81
141	Flannery, Henry.....	do.....	129	10 34
142	Fulton	do.....	107	8 59
143	Forsythe, Fanny.....	do.....	126	10 14
144	Florence	do.....	121	9 74
145	Freeman, W. R.....	do.....	110	12 00
146	Florence, T. B.....	do.....	109	12 00
147	Flag of our Union.....	do.....	125	12 00
148	Franklin, Benjamin	do.....	182	20 00
149	Fair Lady.....	do.....	132	12 00
150	Goliah	Screw tug.....	117	75 00
151	Getty, A.	do.....	120	60 00
152	Guy, James	Side-wheel steamer..	149	67 50
153	Green, James S.....	Screw steamer.....	373	150 00
154	Getty, Helen	Side-wheel steamer..	407	175 00
155	Glaucus	Screw steamer.....	1,730	1,000 00
156	Grant, U. S	Screw tug.....	234	115 00
157	Genin, J. N	Schooner.....	295	45 00
158	Ganson, Ellen	Canal barge.....	118	9 24
159	Howard, General.....	Stern-wheel steamer..	158	85 00
160	Houghton, Charles	Side-wheel steamer..	268	125 00
161	Hooker, General	do.....	266	125 00
162	Hunt, Washington.....	do.....	103	40 00
163	Hudson	do.....	163	100 00
164	Huron	Screw tug.....	116	65 00
165	Hero.....	Side-wheel steamer..	462	207 06

No. 17.—*Statement of vessels chartered, &c.*—Continued.

No.	Names.	Class.	Tonnage.	Rate per day.
166	Harder, Andrew	Screw steamer.....	392	\$176 00
167	Hudson	do.....	863	388 35
168	Hagar, H. S.	do.....	1,306	418 00
169	Huguenot	do.....	495	100 00
170	Hancox, Eliza	Side-wheel steamer..	346	156 38
171	Hobomack	Screw tug.....	119	70 00
172	Haxall	Schooner.....	257	34 27
173	Heckshur	do.....	258	47 30
174	Hawkins, B. N.	do.....	396	52 80
175	Harvest Moon.....	Canal barge.....	109	12 00
176	Hill, C. G.	do.....	234	35 00
177	Hill, Z. B.	do.....	234	31 20
178	Ingalls, Colonel R.	Screw tug.....	65	50 00
179	Idaho.....	Screw steamer.....	523	200 00
180	Islander	Screw tug.....	46	40 00
181	Island Belle	Schooner	171	Seized.
182	Industrious.....	Canal barge.....	119	9 50
183	Iowa.....	do.....	258	34 44
184	Jefferson, Thomas.....	Side-wheel steamer..	329	200 00
185	Jefferson	do.....	443	225 00
186	Jenkins, Nellie	Screw tug.....	63	30 00
187	Johnson, Joseph	Side-wheel steamer..	242	108 94
188	Juniata	do.....	231	125 00
189	Jones, J. D.	Pilot-boat	108	40 00
190	Johnson, L. A.	Schooner.....	296	39 46
191	Jackson, F. H.	Canal barge.....	124	9 92
192	Knight, Ellie.....	Screw steamer.....	389	175 00
193	Kerfoot, G. B.	Screw tug.....	49	42 50
194	Knickerbocker	Side-wheel steamer..	858	386 00
195	Kingfisher.....	Screw steamer.....	755	340 00
196	Kennedy, William.....	do.....	1,000	700 00
197	King, Frances	Screw tug.....	114	70 00
198	Kinnie, Minnie	Schooner.....	310	56 86
199	Kodiac.....	Brig.....	400	Seized.
200	Kirkeslayer, M. W.	Canal barge	128	10 28
201	Kirkpatrick, M. E.	do.....	129	10 32
202	Knox, Colonel T. P.	do.....	78	6 24
203	Louise	Side-wheel steamer..	1,352	600 00
204	Liberty	Screw steamer.....	150	125 00
205	Leader	do.....	182	85 00
206	Louisburg	do.....	894	365 00
207	Lewis, J. M.	Side-wheel steamer..	150	100 00
208	Lavergne, F.	Screw tug.....	72	40 00
209	Lyon, General.....	Screw steamer.....	1,026	461 70
210	Leary, George	Side-wheel steamer..	905	400 00
211	Louis	Screw tug.....	89	85 00
212	Loyalist.....	Side-wheel steamer..	338	152 46
213	Lady Lang.....	do.....	738	200 00
214	Levy, J. P.	Screw tug.....	59	50 00
215	Livingston, Herman.....	Side-wheel steamer..	1,314	591 41
216	Loan, J. G.	do.....	115	75 00
217	Leary, C. C.	Screw steamer.....	841	375 00
218	Lynchburg	Schooner	319	42 67
219	Lillie, No. 2	do.....	Unknown.	Seized.
220	Loyalist	Canal barge	150	12 00
221	Locust Mountain	do.....	119	9 56
222	Lafferty, Charles.....	do.....	107	12 00
223	Lady of the Lake	do.....	102	8 16
224	Matagorda	Side-wheel steamer..	993	446 00
225	McClellan, General.....	Screw tug.....	97	60 00
226	Monitor	do.....	104	50 00
227	Maryland	Side-wheel steamer..	336	140 00
228	Metamora	do.....	311	140 00

No. 17.—*Statement of vessels chartered, &c.*—Continued.

No.	Names.	Class.	Tonnage.	Rate per day.
229	Matanzas	Screw steamer.....	1,261	\$403 00
230	Mount, D. H.	do	329	125 00
231	Montauk	do	499	175 00
232	Monitor	Side-wheel steamer..	309	150 00
233	Martin, M.	do	467	210 15
234	Mars	do	245	100 00
235	McCallum, General D. C.	do	694	300 00
236	Metis	Screw steamer.....	1,360	650 00
237	Meteor	do	1,533	490 00
238	Mabey, R. L.	Side-wheel steamer..	140	40 00
239	Morris, Robert	do	462	175 00
240	Morgan, Thomas A.	do	482	200 00
241	Margaret and Lucy	Schooner	242	59 05
242	Montview	do	235	42 30
243	Morton, J.	do	228	30 40
244	Mary Anne	do	168	Seized.
245	Montezuma	do	136	Do.
246	Mathews, C.	Brig	189	Do.
247	Magie, J.	Schooner	119	15 87
248	Mulford, L.	do	225	30 66
249	McCaffrey, Ann	Canal barge.....	132	10 60
250	Mississippi	do	121	9 70
251	Murray, Ellen	do	140	11 23
252	Murray, James	do	135	10 80
253	Mahoney Mountain	do	131	9 68
254	McClain, John	do	119	12 00
255	Miller, George	do	125	10 00
256	Morning Light	do	129	10 37
257	Missouri	do	120	9 60
258	Massillon	do	108	8 66
259	Moncrief, James	do	214	28 53
260	McClellan, George B.	do	99	10 00
261	McClellan, General G. B.	do	116	9 33
262	Norfolk	Screw steamer.....	329	160 00
263	Nightingale	do	815	366 75
264	Northern Light	Side-wheel steamer..	1,762	792 90
265	Nereus	Screw steamer.....	1,750	1,000 00
266	Neptune	do	1,730	1,000 00
267	North Star	Side-wheel steamer..	2,004	641 00
268	Newton	do	140	120 00
269	North Point	Screw steamer.....	523	275 00
270	Neil, E.	Schooner	276	50 60
271	Nickerson, E.	do	227	34 33
272	Nichols, W.	Brig	180	24 00
273	North Carolina	Schooner	107	14 40
274	Newbury	Brig	260	Seized.
275	Newcomb, A.	Canal barge.....	143	11 50
276	Naulty, Ann	do	105	12 00
277	Nutten, Dr. W. F.	do	135	10 80
278	Ocean Wave	Side-wheel steamer..	270	121 50
279	Oriental	Screw steamer.....	740	290 00
280	Orlando	Screw tug	48	45 00
281	Ogden, L. R.	Schooner	108	14 48
282	Orville	do	294	44 10
283	Ocean Eagle	Bark	318	Seized.
284	Olive Branch	Canal barge.....	122	9 80
285	Oregon	do	134	11 73
286	Osborn, E. W.	do	103	8 24
287	O'Reilly, Major	do	133	10 70
288	Ogden, Isaac C.	do	222	40 00
289	Oregon	do	263	35 06
290	Portland	Screw tug	92	65 00
291	Palmer, Everard	do	45	40 00

No. 17.—*Statement of vessels chartered, &c.*—Continued.

No.	Names.	Class.	Tonnage.	Rate per day.
292	Pierce, S. O	Side-wheel steamer..	195	\$95 00
293	Prometheus	Screw steamer.....	664	300 00
294	Perit	do.....	713	320 00
295	Page, Blanche	Screw tug.....	88	80 00
296	Preston, Alice E.....	Side-wheel steamer..	140	50 00
297	Porter, D. D.....	Screw tug.....	192	125 00
298	Pentz, Nellie.....	Side-wheel steamer..	828	250 00
299	Perrin, M.....	Schooner	245	32 66
300	Person, M.....	do.....	350	52 63
301	Pettit, O. M.....	do.....	269	40 33
302	Ponder, John.....	do.....	208	31 33
303	Pickup, Maria.....	do.....	199	26 66
304	Plandonne	do.....	266	30 00
305	Past, R.....	do.....	427	65 00
306	Priess, Lillie.....	do.....	56	10 36
307	Peters, Florence.....	Bark	347	69 40
308	Pratt, E. W.....	Schooner.....	218	36 30
309	Pettitt, B. F.....	Canal barge.....	125	10 02
310	Pool, Lorinda.....	do.....	127	10 22
311	Perrin, Thomas.....	do.....	136	10 54
312	Patterson	do.....	263	35 07
313	Peony	do.....	213	28 48
314	Quinnebaug	Screw steamer	336	130 00
315	Queen of the West.....	Schooner.....	338	45 66
316	Quartz.....	Canal barge	115	9 27
317	Rotan, Sam	Screw tug.....	43	42 00
318	River Queen.....	Side-wheel steamer..	536	241 20
319	Richmond	do.....	948	425 00
320	Rockland	do.....	199	100 00
321	Relief.....	Screw steamer.....	351	150 00
322	Rotary	do.....	127	50 00
323	Roland, A. T.....	Schooner	215	28 60
324	River Queen.....	do.....	141	Seized.
325	Runyan, J. Z.....	do.....	162	21 60
326	Ripple	Wrecking schooner..	135	125 00
327	Royer, Lewis	Canal barge	134	10 70
328	Ryan, C. J.....	do.....	131	10 48
329	Saint Mary's.....	Side-wheel steamer..	678	500 00
330	Suwanee	do.....do.....	684	250 00
331	Salvor	Screw steamer	450	202 75
332	Sheridan, General.....	do.....	128	150 00
333	Sherman, General.....	do.....	129	150 00
334	Schuyler, T.	Screw tug.....	30	30 00
335	Shipley, General	Stern-wheel steamer..	279	110 00
336	Star of the South	Screw steamer	960	400 00
337	Smith, C. P.....	Side-wheel steamer..	130	50 00
338	Stevens, J. A.....	do.....do.....	150	60 00
339	Swann, Thomas.....	do.....do.....	461	200 00
340	Stevens, S. A.....	do.....do.....	142	40 00
341	State of Maine	do.....do.....	806	400 00
342	Sylvan Shore	do.....do.....	217	98 65
343	Savannah	do.....do.....	1,818	818 00
344	Shepard C. T.....	Screw tug.....	61	60 00
345	Starlight	Screw steamer	437	175 00
346	Scudder, Isaac.....	Bark	327	49 30
347	Searsville.....	Schooner.....	260	34 80
348	Sunny South	do.....	227	34 20
349	Star	do.....	113	Seized.
350	Snow Squall.....	do.....	186	Do.
351	Sharp, S. H.....	do.....	248	41 40
352	Sawyer, S. H.....	Brig.....	370	46 66
353	Shields, General.....	Canal barge	122	9 77
354	Saylor, A	do.....	108	12 00

No. 17.—Statement of vessels chartered, &c.—Continued.

No.	Names.	Class.	Tonnage.	Rate per day.
355	Stevens, Jim	Canal barge	132	\$10 58
356	Silliman, R. D.	do	165	22 05
357	Safe Return	do	123	9 93
358	Superior	do	176	23 54
359	Silliman, R. F.	do	135	12 00
360	St. Nicholas	do	211	28 17
361	Tonawanda	Screw steamer	755	340 00
362	Tappahannock	do	405	182 25
363	Talacca	Side-wheel steamer	153	90 00
364	Triton	Screw steamer	633	240 78
365	Tempest	Screw tug	86	60 00
366	Tucker, John	Side-wheel steamer	281	140 00
367	Tillie	Screw steamer	466	200 00
368	Thom	do	403	150 00
369	Transit	do	393	176 00
370	Thetis	do	1,360	650 00
371	Tampico	Side-wheel steamer	301	135 45
372	Taylor, Moses	Screw tug	100	40 00
373	Trade Wind	Screw steamer	426	200 00
374	Thompson, Fortuna	Schooner	243	44 53
375	Thomas, Albert	do	463	61 73
376	Transit	do	297	37 00
377	Trinity	Bark	422	63 30
378	Tyler, Susan M.	Schooner	228	38 10
379	Transport	Canal barge	256	20 00
380	Tracy, Emma	do	135	10 82
381	Taconey	do	132	14 00
382	Uncle Abe	Screw tug	95	60 00
383	Union	do	88	50 00
384	Union	Canal barge	127	10 23
385	Uncle Sam	do	147	12 00
386	Vetterlion, T. H.	Screw tug	50	30 00
387	Vulcan	Side-wheel steamer	201	100 00
388	Victor	Screw steamer	1,388	602 10
389	Varuna	do	1,007	322 00
390	Van Vliet, General S. L.	Screw tug	63	45 00
391	Valeria	Schooner	341	62 50
392	Verbena	Canal barge	102	8 21
393	Wilmington	Screw steamer	737	400 00
394	Wyoming No. 1	Side-wheel steamer	359	180 00
395	Wyoming No. 2	do do	383	175 00
396	Whilldin, W.	Screw steamer	312	140 00
397	Wallace, D.	Steam barge	126	50 00
398	Wood, A. M.	Screw tug	39	42 50
399	Winpenny, Samuel	do	63	65 00
400	Warrior	Steamship, S. W.	1,507	678 25
401	Western Metropolis	Side-wheel steamer	2,269	650 00
402	Way, Thomas P.	do do	369	100 00
403	Weybassett	Screw steamer	810	259 00
404	Whiting, Catherine	Side-wheel steamer	880	282 00
405	Washington, Martha	do do	154	85 00
406	Washington	Pilot-boat	41	33 33
407	Warren, John	Schooner	176	32 26
408	Weaton, E. B.	do	288	52 80
409	Wings of the Morning	do	333	61 08
410	Wauponsa	Canal barge	125	10 36
411	Wadhams, Perry	do	153	12 25
412	Warren, Stephen	do	287	55 00
413	Whitbeck, N. F.	do	119	25 00
414	Zenobia	Screw steamer	823	263 00
			146,642	54,305 41

RECAPITULATION.

Side-wheel steamers	97
Screw steamers	80
Screw tugs	53
Barks	4
Brigs	6
Schooners	76
Pilot-boats	3
Canal barges	95
Total	<u>414</u>

GEO. D. WISE,
Colonel, in charge of Ocean and Lake Transportation.

No. 18.

List of vessels owned by the United States and employed on ocean and lake service for the fiscal year ending June 30, 1865.

(THIRD DIVISION QUARTERMASTER GENERAL'S OFFICE.)

No.	Names.	Class.	Tonnage.	Cost.
1	Ariel	Screw tug	46	\$10,000 00
2	Albany	Propeller	227	30,000 00
3	Augusta	Side-wheel steamer ..	235	80,000 00
4	Achilles	do	375	45,000 00
5	Alabama	do	650	80,000 00
6	Admiral	Screw tug	78	Captured.
7	America	do	160	35,000 00
8	Atlantic	do	10	Captured.
9	Arrow	do	40	Unknown.
10	Adams, John	Side-wheel steamer ..	404	Do.
11	America	Canal barge	41	1,100 00
12	Amita	Schooner	135	Unknown.
13	Anna of Nassau	do	134	Do.
14	Adams, H. D.	do	115	10,000 00
15	Anna Maria	do	25	Captured.
16	Balloon	Side-wheel steamer ..	204	12,000 00
17	Burnside	Propeller	220	42,500 00
18	Baker, Nellie	Side-wheel steamer ..	320	44,000 00
19	Belvidere	do	808	75,000 00
20	Banks, General	do	370	40,000 00
21	Baltic	Screw tug	103	Unknown.
22	Battle, James	Side-wheel steamer ..	620	Captured.
23	Blakeman, F. E.	Canal barge	60	800 00
24	Clinton	Side-wheel steamer ..	721	175,000 00
25	City of Albany	do	450	82,000 00
26	Cecil	do	130	12,000 00
27	Curlew	do	408	Unknown.
28	Commerce	do	154	14,000 00
29	Convoy	Screw steamer	410	80,000 00
30	Cossack	Side-wheel steamer ..	500	50,000 00
31	Cosmopolitan	do	774	Captured.
32	Canonicus	do	416	50,000 00
33	Croton	do	396	30,000 00
34	Clyde	do	460	37,500 00
35	Corinthian	Screw steamer	396	60,000 00
36	Chase	do	746	105,000 00
37	Cleveland	Screw tug	37	Unknown.
38	Collyer, Thomas	Side-wheel steamer ..	446	80,000 00
39	Continental	Screw steamer	1,623	195,000 00
40	Cahawba	Side-wheel steamer ..	1,643	135,000 00

No. 18.—*List of vessels owned by the United States, &c.*—Continued.

No.	Names.	Class.	Tonnage.	Cost.
41	Cole, F. G.	Canal barge	130	\$1,800 00
42	Comet	do	170	2,500 00
43	De Molay	Screw steamer	1,295	200,000 00
44	De Ford, Ben.	Side-wheel steamer	1,090	140,000 00
45	Devenney, H. J.	Screw steamer	195	20,000 00
46	Diamond	Side-wheel steamer	456	45,000 00
47	Detroit	Screw steamer	393	40,000 00
48	Decatur	Screw tug	80	24,000 00
49	Dellhymes	Canal barge	125	3,000 00
50	Émilie	Side-wheel steamer	459	40,000 00
51	Eastern State	Screw steamer	350	30,000 00
52	Eagle No. 1	do	392	25,000 00
53	Exact	do	265	38,000 00
54	Escort	Side-wheel steamer	487	80,000 00
55	Emma	Screw tug	30	2,500 00
56	Electric	Schooner	107	9,500 00
57	Fanner	Screw steamer	185	15,000 00
58	Fisher, Wm.	Screw tug	63	10,000 00
59	Faster	Side-wheel steamer	220	42,000 00
60	Foote	do	221	77,500 00
61	Freeman, Lizzie	Screw tug	75	28,000 00
62	Gamer, Fannie	Screw steamer	149	12,000 00
63	Golden Gate	Side-wheel steamer	135	21,000 00
64	Gladiator	Side-wheel tug	165	25,000 00
65	Guide	Side-wheel steamer	731	50,000 00
66	Geneva	Screw tug	113	Unknown.
67	Gould, J. R.	Canal barge	100	Do.
68	Ironsides	Screw steamer	200	25,000 00
69	Iolas	Side-wheel steamer	164	17,000 00
70	Island City	do	218	23,000 00
71	Ide, John S.	Screw steamer	185	25,000 00
72	Illinois	Side-wheel steamer	2 123	400,000 00
73	Hudson	do	761	80,000 00
74	Hortense	Schooner	18	Unknown.
75	Highlander	do	340	10,875 00
76	Henry, James	Canal barge	136	1,200 00
77	Hope	do	120	Unknown.
78	Jura	do	117	2,000 00
79	Jenkins, Hugh	Side-wheel steamer	306	12,000 00
80	Jerome, James	do	163	20,000 00
81	Josephine	Screw steamer	254	30,000 00
82	Jesup, General	Side-wheel steamer	220	42,500 00
83	Kate	Canal barge	121	2,500 00
84	Kauffman & Warner	do	123	3,200 00
85	Kate	Screw tug	35	6,000 00
86	Kamak	Screw steamer	960	95,000 00
87	Long Island	Side-wheel steamer	445	Unknown.
88	Lancer	Screw steamer	400	46,000 00
89	Laura	Side-wheel steamer	195	Unknown.
90	Leviathan	Side-wheel tug	276	Do.
91	Landis	Side-wheel steamer	549	Do.
92	Lanacoming No. 1	Canal barge	120	Do.
93	Lanacoming No. 2	do	100	Do.
94	Mayflower	Side-wheel steamer	350	Do.
95	Manhattan	do	320	25,000 00
96	Meigs, General	Screw steamer	200	25,000 00
97	Macon	Screw tug	80	Unknown.
98	Montauk	Side-wheel steamer	361	Do.
99	McClellan	do	1,003	75,000 00
100	Masswood	Screw tug	131	30,000 00
101	Murray, James	do	61	10,000 00
102	Mystic	Side-wheel steamer	200	18,000 00
103	Morse, Ella	do	196	48,000 00

No. 18.—*List of vessels owned by the United States, &c.*—Continued.

No.	Names.	Class.	Tonnage.	Cost.
104	Megan, D.	Canal barge	135	\$2,500 00
105	Neptune	Screw tug	166	55,000 00
106	Neptune	Side-wheel steamer	348	50,000 00
107	Northerner	do	650	70,000 00
108	Nantasket	do	285	42,000 00
109	New Monitor	do	293	51,500 00
110	Osceola	do	95	10,000 00
111	Onecoto	do	293	26,000 00
112	Osgood, Charles	Screw steamer	364	25,000 00
113	Oneida	Canal barge	135	3,000 00
114	Peconic	Side-wheel steamer	294	30,000 00
115	Patuxent	do	265	16,000 00
116	Philadelphia	do	179	12,000 00
117	Parke	do	220	45,919 00
118	Planter	do	470	Captured.
119	Patroon	Screw steamer	237	20,000 00
120	Peabody, Geo.	Side-wheel steamer	1,017	85,000 00
121	Planet	Screw steamer	352	30,000 00
122	Porter	do	221	77,500 00
123	Reindeer	Screw tug	46	8,500 00
124	Reno	Side-wheel steamer	220	42,550 00
125	Relief	Screw tug	53	10,000 00
126	Rescue	Side-wheel steamer	228	10,000 00
127	Rice, John	Screw steamer	782	100,000 00
128	Rocketts	Screw tug	60	Captured.
129	Ranger	Screw steamer	600	30,000 00
130	Rucker, Colonel	do	241	30,000 00
131	Reliance	do	397	Unknown.
132	Reid, Captain C. L.	Canal barge	120	1,200 00
133	Rescue	do	112	1,800 00
134	Reliance	do	100	Unknown.
135	Relief	do	90	Do.
136	Stroud, Wm.	Screw tug	106	15,000 00
137	Sedgwick, General	Screw steamer	805	125,000 00
138	Star	Side-wheel steamer	290	Unknown.
139	Sawtelle, Captain C. G.	Screw tug	36	5,000 00
140	Spaulding, S. R.	Side-wheel steamer	1,090	140,000 00
141	Standish	Screw steamer	109	8,700 00
142	Shrapnell	Side-wheel steamer	220	18,000 00
143	Savannah	do	205	80,000 00
144	Sampson	do	150	Unknown.
145	Starlight	Screw tug	78	10,000 00
146	Sophia	Screw steamer	375	30,000 00
147	Sparks, Thomas	do	409	30,000 00
148	Scott, Thomas A.	do	1,052	130,000 00
149	Stanton	do	221	77,500 00
150	Shetucket	do	300	25,000 00
151	Sentinel	do	350	21,500 00
152	Skirmisher	Schooner	234	8,775 00
153	Scout	do	347	12,000 00
154	Troth, R. W.	do	157	Unknown.
155	Tigress	Screw tug	49	12,000 00
156	Thomas, C. W.	Side-wheel steamer	217	48,000 00
157	Tyler, Geo. C.	Screw tug	99	Unknown.
158	Tracy, John	Side-wheel steamer	128	18,000 00
159	Three Brothers	Screw tug	47	5,000 00
160	Thomas, Charles	Screw steamer	1,160	140,000 00
161	Undine	Side-wheel steamer	80	16,000 00
162	Union	Schooner	132	Unknown.
163	Vidette	Side-wheel steamer	274	17,750 00
164	Vivian, Alice	do	369	Unknown.
165	Virginia	Screw steamer	440	45,000 00
166	Wawenock	Stern-wheel steamer	193	23,000 00

No. 18.—*List of vessels owned by the United States, &c.*—Continued.

No.	Names.	Class.	Tonnage.	Cost.
167	Winnisimmet	Side-wheel steamer..	276	\$25,000 00
168	Warrior	do	400	Captured.
169	Westmoreland	do	350	27,000 00
170	Webster, Daniel	do	1,035	80,000 00
171	Wells	Screw steamer.....	221	79,000 00
172	Woodis, Hunter	Side-wheel steamer..	213	30,000 00
173	Wenonah	Schooner	112	Unknown.
174	Wilcox, James	Canal barge	135	2,500 00
175	Wallkill	do	160	Unknown.
176	Zephyr	Side-wheel steamer..	305	36,000 00
177	Zimmerman	Canal barge	135	2,970 00
Total tonnage and cost			56,984	5,893,639 00

RECAPITULATION.

Side-wheel steamers	75
Propellers	40
Tugs	28
Schooners	12
Canal barges	22
Grand total	177

GEO. D. WISE,

Colonel, in charge Third Division, Ocean and Lake Transportation.

No. 19.

Vessels owned and chartered January 1, 1865.

(OCEAN AND LAKE DIVISION, COLONEL WISE.)

Class.	OWNED.			CHARTERED.		
	No.	Tons.	Expense per mo. victualling and manning.	No.	Tons.	Expense per month.
Steamers	106	41,822	\$151,066 75	275	140,822	\$1,930,849 02
Tugs	29	3,496	23,475 50	91	11,426	182,673 70
Sailing vessels	15	1,559	4,589 00	75	15,236	67,505 21
Barges	21	2,481	2,580 00	171	23,665	69,834 18
	171	49,358	181,711 25	612	191,149	2,250,862 11

RECAPITULATION.

Total number of vessels chartered and owned	783
Total amount of tonnage of vessels chartered and owned	240,507
Total cost per month, victualling and manning owned vessels	\$181,711 25
Total cost per month, vessels chartered	2,250,862 11
Estimated cost per month, coaling owned and chartered vessels—say 50,000 tons of coal, at \$8 per ton	400,000 00
Estimated repairs, &c.	90,000 00
Total monthly expenses	2,922,573 36
Daily expenses	\$97,419 11

No. 19—Continued.

Vessels owned and chartered July 1, 1865.

Class.	OWNED.			CHARTERED.		
	No.	Tons.	Expense per mo. victualling and manning.	No.	Tons.	Expense per month.
Steamers	115	48,175	\$192,244 00	177	99,780	\$1,463,850 00
Tugs	23	2,978	21,181 00	69	6,964	133,950 00
Sailing vessels	12	1,938	7,570 00	74	17,686	88,851 00
Barges	20	2,405	2,480 00	100	14,010	42,049 00
	170	55,496	223,475 00	420	138,440	1,728,700 00

RECAPITULATION.

Total number of vessels chartered and owned.....	590
Total amount of tonnage of vessels chartered and owned.....	193,936
Total cost per month, victualling and manning owned vessels.....	\$223,475
Total cost per month, vessels chartered	1,728,700
Estimated cost per month, coaling owned and chartered vessels—say 40,000 tons coal, at \$8 per ton.....	320,000
Estimated repairs, &c.....	200,000
Total monthly expenses.....	2,472,175
Daily expenses.....	\$82,405

Estimated average expense for the year, \$92,414 per day.

Average number of vessels, with the tonnage, employed by the Third Division Quartermaster General's department during the fiscal year ending June 30, 1865, viz :

351 steamers.....	171,081 tons.
111 tugs	13,262 tons.
89 sailing vessels.....	17,738 tons.
168 barges	22,903 tons.
719 vessels.....	224,984 tons.

No. 20.

List of vessels in service of Quartermaster's department supplying General Sherman's army.

Name and class.	Tonnage.	Name and class.	Tonnage.
Steamer Herman Livingston.....	1,314	Steamer General Hooker	266
Steamer McClellan	1,003	Steamer Fannie	432
Steamer C. W. Thomas	238	Steamer Louisburg	894
Steamer Russia.....	427	Steamer E. L. Clark.	700
Steamer Eliza Hancox	347	Steamer Augusta.....	234
Steamer Montauk	499	Steamer Cosmopolitan	774
Steamer Idaho.	523	Steamer Canonicus	420

No. 20.—*List of vessels, in service &c.*—Continued.

Name and class.	Tonnage.	Name and class.	Tonnage.
Steamer Dudley Buck	590	Steamer Croatan	396
Steamer Jersey Blue	222	Steamer Delaware	616
Steamer General Howard	158	Steamer Diamond	456
Steamer Charles Osgood	390	Steamer Golden Gate	135
Steamer Massasoit	211	Steamer Guide .....	.....
Steamer D. H. Mount	321	Steamer Island City	218
Steamer El Cid	679	Steamer May Flower	398
Steamer Guide	731	Steamer Mary Benton	365
Steamer Pilot Boy	258	Steamer Nantucket	285
Steamer Fountain	355	Steamer Nellie Baker	320
Steamer Helen Getty	407	Steamer Neptune	348
Steamer Achilles	375	Steamer Oneonta	200
Steamer Thorn	403	Steamer Philadelphia	341
Steamer Ellen S. Terry	373	Steamer Planter	323
Steamer Mystic	200	Steamer Standish	109
Steamer Monterey	1,037	Steamer Savannah	290
Steamer George Leary	905	Tug Achilles	375
Steamer Louise	1,351	Tug Relief	70
Steamer W. W. Coit	399	Tug Rescue	227
Steamer Plato	115	Tug Starlight	70
Steamer Ann Maria	313	Tug John P. Levy	60
Steamer Norfolk	229	Tug Alida	80
Steamer Matagorda	992	Tug Goliah	117
Steamer Loyalist	339	Tug James Murray	61
Steamer John Farron	250	Ship Bazaar	899
Steamer Ella May	147	Ship May Flower	900
Steamer Champion	441	Brig Stephen Duncan	287
Steamer Allison	148	Schooner Plandome	266
Steamer Hudson	761	Schooner Transit	297
Steamer Parthenia	312	Schooner Abby B.	79
Steamer Minguas	160	Schooner Jennie Morton	228
Steamer C. C. Leary	841	Schooner Elizabeth B.	98
Steamer Vanshon	267	Schooner John N. Jennin	295
Steamer Louisa Moore	383	Schooner William G. Audenried	267
Steamer Rebecca Barton	350	Schooner Alexander Young	274
Steamer Patapsco	454	Schooner Rachel S. Miller	238
Steamer Charles Houghton	268	Schooner Albert Thomas	463
Steamer George C. Collins	234	Schooner Robert Palmer	290
Steamer W. W. Frazier	128	Schooner Wide World	274
Steamer Wyoming	383	Pilot-boat J. D. Jones	108
Steamer Mary A. Boardman	534	Pilot-boat Wm. H. Aspinwall	100
Steamer Sylph	344		
Steamer Edwin Lewis	297	Total tonnage	37,539

SUMMARY.

Steamers	73
Tugs	8
Ships	2
Brigs	1
Schooners	2
Pilot-boats	2
Total	98

GEORGE D. WISE,
Colonel, in charge Third Division.

No. 21.

QUARTERMASTER GENERAL'S OFFICE,
Washington, D. C., November 8, 1865.

GENERAL: From the best information that we have in my office, we had in service, supplying the armies of General Grant before Richmond in the spring of 1865, 190 steamers chartered and owned; 60 tugs chartered and owned; 40 sailing-vessels chartered and owned; 100 barges chartered and owned; in all 390 vessels, 120,000 tons, at a daily expense of \$48,000.

Very respectfully, your obedient servant,

GEO. D. WISE,
Colonel in charge Ocean and Lake Service.

Major General M. C. MEIGS,
Quartermaster General.

No. 22.

WASHINGTON, D. C., *August, 1865.*

GENERAL: In accordance with your orders I came to this city in November last to undertake the organization of the Fourth Division of your office, charged with the general management of rail and river transportation under the recent law of Congress.

Finding in addition to pressing current duties that there was thrown upon the division millions of dollars of complex unadjusted accounts for services rendered in the early years of the war, and discovering that not only were government creditors justly complaining of delay in the settlement of their claims, but that these arrears were greatly interfering with the regular business of the office, I gave the subject prompt attention, and am glad to report that by the vigilant efforts of the division, not only have these arrears of business been brought up, but at my request all transportation accounts have been transferred from the general accounting office and are now being regularly audited in the Fourth Division. This change will, I think, in securing a more prompt and efficient investigation by experts, result in a decided improvement.

To perform this service properly, however, the clerical force should be so increased that an examination of all the accounts may be had within a month after their return, and thus errors be promptly detected, instead of continuing for months or years without a remedy.

Until recently, as you are aware, there has been no uniform system in the mode of procuring transportation—in the forms used, or in settling for the same; each quartermaster acting independently, adopting such as best suited his views or convenience—some being good and others materially defective, in furnishing no proper checks, and resulting in irregularity, confusion and much loss to the government.

Perceiving this, and convinced that a uniform system in a business so complex and important, even if not perfect, was better than none, or than many various and conflicting ones, and seeing no reason why such uniformity was not attainable and applicable to every section of the country; also satisfied that in no other way could the government be protected from loss, or its officers made familiar with their duties, it became a primary object with me to secure such system as, while it should remedy patent defects, would at the same time be satisfactory to the transportation interests of the country.

This end has been, I think, to a great extent attained by General Orders No. 17, March 16, 1865, in reference to passenger transportation; by General Orders

No. 29, May 9, 1865, as to freight transportation, and by General Order No. 18 March 16, 1865, in reference to the settlement of accounts, copies of which are herewith transmitted, together with the forms and blanks adopted and used under such orders. The system is now in general operation with most satisfactory results, and I believe meets not only with the general approbation of government officers, but also of railroad companies and others furnishing government transportation.

There are still some defects which can only be corrected by a change in the regulations, which will probably be made whenever a revision occurs. Experience will also doubtless suggest further improvements which should be adopted as their importance becomes obvious.

A table of distances between all important points in the country has been prepared, and other improvements made, which will result in a large saving of labor and expense.

For such particular tabular statements as you may desire, I beg leave to refer to my successor in charge of the division, as at the present time the required reports of various officers of the department have not been returned to enable me to collect and furnish the same.

In conclusion, I believe the duties of the division are being satisfactorily performed, and am pleased to report that the officers and clerks have labored not only harmoniously, but with the most commendable zeal and fidelity for the public interest. Some of them, I think, are fully entitled to advancement, which I trust may be given them. To Mr. Wallace, chief clerk of the railroad division, I am indebted for many suggestions and valuable improvements. His observation and experience in railroad business, combined with his energy and devotion to his duty, render him a valuable assistant.

Very respectfully,

LEWIS B. PARSONS,

Brig. Gen. and Chief of Fourth Division, Q. M. G. Office.

Brevet Major Gen'l M. C. MEIGS,

Quartermaster General.

A true copy :

JOHN V. FUREY, *Capt. and A. Q. M.*

No. 23.

RAIL AND RIVER TRANSPORTATION, FOURTH DIVISION.

List of steamers and other vessels at Mobile, and on the Mississippi river and tributaries, belonging to the United States, June 30, 1865.

Name and class.	Age—years.	Registered tons and 95ths.	Location.	Original cost.	Estimated value June 30, 1865.	Condition.	Remarks.
Laurel Hill side-wheel	6	783 27	Mobile . . . . .	.....	\$15,000	Bad	Captured.
Warrior do	8	466 82	do . . . . .	.....	8,000	do	Purchased.
James Battle do	9	621 67	do . . . . .	.....	9,000	Ordinary	Undergoing repairs.
Ariel do	Very old	302 20	do . . . . .	.....	7,000	do	Purchased. Condemned by in-
N. W. Thomas do	2	511 55	do	\$25,000	5,000	Unseaworthy	spectors.
Starlight do	6	351 21	do . . . . .	.....	20,000	Good	Returned to owners by order of the President.
Iberville do	5	505 45	do . . . . .	.....	25,000	do	Captured.
J. D. Swain do	10	226 90	do . . . . .	.....	9,000	Bad	
Col. Cowles do . . . . .	.....	.....	do . . . . .	.....	.....	Sunk in Alabama river	
Jennie Rogers stern-wheel	2	346 67	do	23,000	14,000	Badly damaged by explosion	Purchased.
R. B. Hamilton do	7	198 90	do	12,000	6,000	Sunk in Mobile bay	Purchased; value April 30, 1865, \$20,000.
Perry screw tug	1	154 90	do . . . . .	.....	18,000	Good	
Alph. Cutting do	1½	95 5	do . . . . .	.....	11,000	do	
Blossom do	2	54 9	do . . . . .	.....	5,500	do	
Ford model barge . . . . .	.....	243 40	do . . . . .	.....	3,000	do	
Golden State canal boat . . . . .	.....	53 5	do . . . . .	.....	1,200	do	
(No name) do . . . . .	.....	53 5	do . . . . .	.....	1,200	do	
50 yawl boats . . . . .	.....	.....	do . . . . .	.....	.....	.....	Captured.
3 sectional docks . . . . .	.....	.....	do . . . . .	.....	.....	.....	
Col. Holcomb side-wheel	New	220 42	New Orleans	35,000	30,000	Now building	Purchased. Condemned by in-
Illinois do	18	682	do . . . . .	.....	3,000	Unseaworthy	spectors.
W. B. Savory do	7	62 38	do . . . . .	.....	3,500	Ordinary	Captured.
J. M. Brown do	8	338 65	do . . . . .	.....	6,000	Bad	Do.

A. G. Brown	do.	4	229 85	do.	13,000	Good	Built by United States.
Ohio Belle	do.	10	472	do.	20,000	Fair	
Mustang	do.	5	178	do.	9,000	Ordinary	
St. Charles	do.	7	557 77	do.	15,000	do.	
Kentucky	do.	9	394	do.	35,000	Sunk in Red river	
Adriatic	do.	10	492	do.	34,000	Sunk in Mississippi river	
Col. Benedict	stern-wheel	New	181 17	do.	18,000	Good	
Col. Chandler	do.	7	20 37	do.	3,000	Ordinary	
Cornie	do.		88	do.	10,000	Serviceable	
Lizzie Davis	do.			do.		do.	
Col. Chapin	do.			do.		do.	
Benny Banks	screw tug	2	32 11	do.	3,000	Good	Built by United States.
Leviathan	do.	4	334 79	do.	30,000	do.	Purchased.
Baltic	do.	12	113 38	do.	4,500	Serviceable	
Capt. Pitkins	do.	New		do.	8,000		Now building at Algiers, Ala.
(No name)	do.	New		do.			Do.
Geo. E. Tyler	do.	6	116 63	do.	10,000	Bad	
America	do.	4	418 49	do.	20,000	Good	
Hancox	do.			do.	10,000	do.	
Admiral	do.	1½	163 43	do.	9,000	Bad	Built by United States.
Gladiator	do.	2	171 33	do.	16,000	Serviceable	Purchased.
Kepper	centre-wheel	4½	81 40	do.	14,000	Good	
General Ransom	do.	New	104 5	do.	25,000		Now building by United States.
Col. Colburn	do.	2	90 90	do.	20,000		Built by U. S. Unfit for transp't.
No. 11	model barge	2	37 55	do.	650	Bad	
No. 10	do.	2	59 65	do.	800	do.	
Abbey	do.		191 32	do.	3,100	Good	
Rosalie	do.			do.	100	Bad	
	canal boat			do.			
	10 gunwale barges			do.			
	4 yawl boats			do.	Each 25		
	1 sail boat			do.	500		
	1 metallic boat			do.	50		
	5 skiffs			do.	Each 20		
Ida May	stern-wheel	7	220	Baton Rouge	17,000	Serviceable	Built by United States.
Natchez	wharf boat			do.		Old and rotten	
	2 coal boats			do.	1,200	Worthless	
Champion No. 2	side-wheel	5	250	Mouth Red river	Each 100	Needs extensive repairs	Captured.
Diana	do.	7	300	Port Hudson	10,000	Fair	Belongs to Miss. marine brigade.
Colonel Mulligan	model barge			do.	25,000	Good	Purchased.
	1 coal boat			do.	3,000		
Switzerland	side-wheel	15	519 19	Natchez	7,000	Good	Belongs to Miss. marine brigade.

List of steamers and other vessels at Mobile and on the Mississippi river, &c.—Continued.

Name and class.	Age—years.	Registered tonnage: 95ths.	Location.	Original cost.	Estimated value June 30, 1865.	Condition.	Remarks.
Altamont.....stern-wheel..	11	292 10	Natchez.....	\$16,000	\$6,000	Bad	Purchased.
Dick Fulton No. 2.....do.....	7	118 35	do.....	.....	5,000	do.....	.....
1 wharf boat.....	.....	.....	do.....	.....	200	Unserviceable	.....
Molley.....model barge.....	.....	310 40	do.....	.....	5,000	Good	.....
5 gunwale barges.....	.....	.....	do.....	.....	.....	.....	.....
3 coal boats.....	.....	.....	do.....	.....	Each 50	.....	.....
E. H. Fairchild.....side-wheel..	8	651 35	Vicksburg.....	.....	20,000	Ordinary	Belongs to Miss. marine brigade.
B. J. Adams.....do.....	5	687 3	do.....	.....	25,000	Bad	Do.
Iowa.....stern-wheel..	8	402 50	do.....	23,000	10,000	Good	Purchased.
Belle Darlington.....screw tug..	2	84 28	do.....	.....	11,000	do.....	.....
(No name).....wharf boat.....	.....	155 58	do.....	.....	5,200	Fair	.....
Porter Rhodes.....model barge.....	.....	.....	do.....	.....	3,000	Good	Purchased.
Geo. B. McClane.....do.....	.....	.....	do.....	.....	3,000	do.....	Do.
40 coal boats.....	.....	.....	do.....	.....	Each 100	.....	.....
1 yawl boat.....	.....	.....	do.....	.....	100	.....	.....
1 floating dock.....	.....	.....	do.....	.....	1,200	.....	.....
Davenport.....side-wheel..	10	159 15	Little Rock.....	43,000	6,000	Engines good	Hull condemned by inspectors.
Ad. Hines.....stern-wheel..	5	112 28	do.....	16,000	6,000	Sunk in Arkansas river	Being raised; purchased.
Carrie Jacobs.....do.....	2	156	do.....	25,000	15,000	Good	Purchased.
Annie Jacobs.....do.....	2	206 5	do.....	25,000	15,000	do.....	Do.
Lotus.....do.....	New	.....	do.....	.....	.....	do.....	Do.
Virginia Barton.....do.....	do	.....	do.....	.....	.....	do.....	Do.
3 gunwale barges.....	.....	.....	do.....	.....	.....	.....	.....
1 steamboat hull.....	.....	.....	do.....	.....	100	.....	.....
Izetta.....side-wheel..	5	476 28	Duval's bluff.....	12,000	22,000	Good	Do.
Chancellor.....wharf boat.....	.....	564 75	do.....	.....	6,000	do.....	Do.
J. C. Rumsey.....screw tug.....	.....	.....	M'th White river	.....	3,000	Bad	.....
H. R. W. Hill.....wharf boat.....	.....	.....	do.....	.....	12,000	Good	.....
Michigan.....do.....	.....	136 80	do.....	.....	4,000	do.....	.....
Fanny.....model barge.....	.....	.....	do.....	6,000	.....	Bad	.....
5 gunwale barges.....	.....	.....	do.....	.....	300	.....	.....

	7	425 75	do.	do.	75	
1 coal boat.						
1 wharf boat			Helena		12,000	Good
1 gunwale barge			do.			
2 coal boats.			do.		Each 75	
Autocrat..... side-wheel.	6	862 10	Memphis	28,000	27,000	Ordinary
Transfer..... do.	5	112 16	do.	5,000	7,000	Good
Little Giant..... screw tug.		52 58	do.		3,000	do.
Adam Spangle..... model barge.		126 86	do.		3,000	do.
Laura..... do.		125 93	do.		3,000	do.
Roanoke..... do.	New	205 25	do.		4,500	do.
6 gunwale barges.			do.			
5 coal boats.			do.		Each 100	
Convoy No. 2..... stern-wheel.	2	111 39	Columbus	23,000	12,000	Good
J. C. Irwin..... wharf boat.	14	107 83	do.	24,000	6,000	do.
1 gunwale barge.			do.			
U. S. stern-wheel.	13	183 64	Cairo		3,500	
Emma..... model barge.			do.		1,200	Serviceable
U. S. B. No. 116..... barge.			do.		600	Good
U. S. B. No. 3..... do.			do.		600	do.
U. S. B. No. 34..... do.			do.		600	do.
J. Walton No. 41..... do.			do.		600	do.
U. S. B. No. 112..... do.			do.		500	Old
H. & P. No. 1..... do.			do.		350	do.
G. W. C. No. 33..... do.			do.		150	Old and rotten
Payne No. 31..... do.			do.		500	Good
U. S. B. No. 2..... do.			do.		200	Old and worn
Ella No. 3..... do.			do.		350	New
S. & G. No. 9..... do.			do.		600	Good
M. Day No. 33..... do.			do.		600	do.
Fawcett No. 1..... do.			do.		600	do.
Mitchell No. 1..... do.			do.		600	do.
U. S. B. No. 56..... do.			do.		600	do.
W. & F. No. 77..... do.			do.		125	Old
Fawcett No. 12..... do.			do.		450	Good
U. S. B. No. 121..... do.			do.		600	do.
U. S. B. No. 130..... do.			do.		600	do.
U. S. B. No. 117..... do.			do.		600	do.
U. S. B. No. 51..... do.			do.		600	do.
W. H. B. No. 82..... do.			do.		600	do.
Lyman No. 47..... coal boat.			do.		125	do.

List of steamers and other vessels at Mobile and on the Mississippi river, &c.—Continued.

Name and class.	Age—years.	Registered tonnage: 95ths.	Location.	Original cost.	Estimated value June 30, 1865.	Condition.	Remarks.
31 gunwale barges.			Cairo	Each 15			
2 coal boats.			do	Each 15			
1 yawl boat.			do	Each 15			
3 skiffs			do				
John Raine.....side-wheel.	6	620 33	St. Louis		\$17,000	Ordinary	Belongs to Miss. marine brigade.
Metropolitan	14	386 87	do	28,000	6,500	Unseaworthy	Purchased.
R. C. Woods	12	787 19	do		18,000	Unserviceable	
Nebraska	11	673 75	do	70,000	15,000	Needs extensive repairs.	Purchased.
Porter	5	109	do	9,000	10,000	Good	Do.
Alone	6	205	do	16,000	12,000	do	Do.
J. S. Pringle	11	318	do	28,000	10,000	Serviceable	Do.
Mattie Cobler			do	19,000	10,000	do	Do.
Jennie Hopkins			do			do	
Lioness	7	233 41	do	18,000	14,000	Good	Belongs to Miss. marine brigade.
Dearborne.....wharf boat.			do		500		Condemned.
General Sheridan.....model barge.		122 83	do		2,000	Good	
Keokuk No. 1		110 04	do		900	Serviceable	Purchased.
Keokuk No. 2			do				Do.
Trenton		100 45	do		2,700	Good	Do.
St. Louis		159 82	do		2,500	do	Do.
Hartford		135 45	do		3,000	do	Do.
Anna		105 86	do		1,800	Serviceable	Do.
Autocrat			do		1,500	Fair	
Eureka			do		2,000	do	
Eugene			do		3,000	Good	
Fanny			do				Sunk.
Pine Grove			do		1,000	Bad	
Ryland			do		2,500	Fair	
Rowena			do		2,200	Fair	
Archie		137 70	do		3,000	Good	Purchased.
Larimer		148 93	do		3,000	do	Do.

William Tell	do.	159 79	do.	2,500	do.	Do.
Frank Dougherty	do.	114 42	do.	3,000	do.	Do.
Duchess	do.	261 26	do.	2,000	do.	Purchased.
Chantil	do.	160 55	do.	3,000	do.	Do.
Phillips	do.	159 82	do.	2,500	do.	Do.
Vulcan No. 6	do.	122 93	do.	2,600	do.	Do.
Rosa	do.	142 12	do.	2,700	do.	Do.
Vulcan No. 2	do.	210 30	do.	2,500	do.	Do.
Glendale	do.	173 85	do.	2,800	do.	Do.
Vulcan No. 3	do.	138 61	do.	2,500	do.	Do.
Vulcan No. 4	do.	138 61	do.	2,500	do.	Do.
Rozena	do.		do.			Do.
Vulcan No. 1	do.		do.	3,000	Good	Do.
Vulcan No. 5	do.		do.	3,000	do.	Do.
Vulcan No. 7	do.		do.	4,000	do.	Do.
J. C. Gault	do.		do.			Do.
Bob Grier	do.		do.	2,600	Good	Do.
Dan. Risley	do.		do.			Do.
Ed. Kline	do.		do.	2,800	Good	Do.
Susie	do.		do.	2,500	do.	Do.
Jessie	do.		do.			Do.
Gilmore	do.		do.			Do.
Southerner	do.		do.			Do.
Guthrie	do.		do.			Do.
Haigh	do.		do.			Do.
Hercules	do.		do.			Do.
C. J. Cafferty	do.	142 10	do.	3,000	Good	Do.
Ben. Gerrish	do.	142 10	do.	3,000	do.	Do.
Cartwright	do.		do.	2,500	Fair	Do.
D. U. S. No. 36	gunwale barge.		do.	475	Bad	Do.
U. S. B. No. 39	do.		do.	500		Do.
U. S. B. No. 129	do.		do.	500		Do.
(No name)	do.		do.	500		Do.
(No name)	do.		do.	200		Do.
7	do.		do.			Do.
Crescent City	wharf boat.	16	Paducah	8,000	Serviceable.	Purchased.
(No name)	model barge.		do.		Worthless	Do.
6 gunwale barges.			do.			Do.
2 coal boats.			do.	each 100		Do.
1 skiff.			do.	7		Do.
1 small flat			do.	100		Do.

List of steamers and other vessels at Mobile and on the Mississippi river, &c.—Continued.

Name and class.	Age—years.	Registered tons and 95ths.	Location.	Original cost.	Estimated value June 30, 1865.	Condition.	Remarks.
Chickamauga side-wheel	1	207 73	Chattanooga	\$20,000	\$17,000	Good	Built by U. S.
Grant do	1	190 54	do	30,000	20,000	do	Built by U. S., gun-boat.
Burnside do	1	204 8	do	30,000	20,000	do	Do.
Thomas do	1	140 25	do	30,000	17,000	do	Do.
Sherman do	1	140 25	do	30,000	17,000	do	Do.
Wauhatchie do	1	89 76	do	9,000	3,000	do	Built by U. S.
Knoxville do	1	36 78	do	8,000	2,500	do	Do.
Kingston stern-wheel	1½	93 88	do	12,000	4,000	do	Do.
Kenesaw do	1	166 20	do	30,000	15,000	do	Do.
Bridgeport do	1	184 23	do	30,000	13,000	do	Do.
Holston do	1	86 14	do	—	7,000	do	Do.
Missionary do	1	115 45	do	15,000	7,000	do	Do.
Chattanooga do	1	89 74	do	15,000	7,000	do	Do.
Atlanta do	New	221 63	do	—	13,000	Unfinished	Do.
Resacca do	1	182 42	do	30,000	2,000	do	Built by U. S. Burned and con- demned.
Lookout do	1	193 6	do	15,000	10,000	Good	
Stone River do	1	214 55	do	30,000	13,000	do	
Clinch do	1	—	do	—	4,000	do	
Paint Rock do	9	199 24	do	—	4,000	Wrecked	Captured. Turned over to agent Treasury Department.
Dunbar side-wheel hull	1	—	do	—	—	Wreck	Do.
Emery ferry-boat	—	—	do	—	—	Unserviceable	do.
(No name) model barge	New	80 79	do	—	2,000	Unfinished	Built by U. S.
7 gunwale barges	—	—	do	—	each 100	Unserviceable	Do.
1 row-boat	—	—	do	—	150	do	Do.
Victor No. 2 stern-wheel	5	90 74	Smithland	8,500	5,000	Serviceable	Purchased.
Glenwood wharf boat	—	157 61	do	—	1,000	Old and rotten	Do.
39 gunwale barges	—	—	do	—	—	do	
2 coal boats	—	—	do	—	each 75	do	
1 small flat	—	—	do	—	100	do	
J. H. Baldwin side-wheel	4	—	Nashville	26,000	12,000	Good	Purchased.

Emma	stern-wheel	9	452	do	18,000	Serviceable	Do.
Alpha	do			do	28,000	do	Do.
Echo No. 2	do			do	20,000	Sunk at Cairo	Do.
Nich. W. Hughes	do			do	29,000	Good	Do.
Newsboy	do		65	do	14,000	Serviceable	Do.
Silver Lake No. 2	do		134	do	16,000	do	Do.
M. V. Baird	do		91 60	do	10,000	do	Do.
71 gunwale barges				do			
26 wood barges				do		each 75	
Lue. Eaves	stern-wheel			Evansville		Serviceable	
Anstralitz	model barge			do			
Westmoreland	do			do			
Roanoke	do			do			
Josephine	do			do			
No. 9	do			do			
(No name)	wharf boat			do		Good	
3 box barges				do			
January	side-wheel			New Albany		Serviceable	Purchased. Hospital boat.
Ohio	do			do		Bad	Wreck. Purchased.
13 gunwale barges				do			
T. D. Horner	stern-wheel	6	139	Louisville	12,000		
Charmer	model barge			do	2,000	Good	
Henry Clay	do			do	150		
Woolfolk	do			do	50	Wreck	
Paine No. 5	do			do	150	do	
U. S. No. 53	do			do	150	do	
Diamond	do			do	50	Unserviceable	
Clay Mine	do			do	1,000	Good	
Belle Dunleath	do			do	100	Unserviceable	
U. S. No. 54	gunwale barge			do	75	do	
U. S. No. 48	do			do	75	do	
W. H. B. No. 94	do			do	400	do	
Spencer No. 1	do			do	400	do	
U. S. No. 40	do			do	400	do	
G. U. S. B. No. 6	do			do	200	do	
E. C. & Co. No. 25	do			do	300	do	
Lake Erie No. 10	do			do	250	do	
Lake Erie No. 15	do			do	250	do	
U. S. No. 23	do			do	450	do	
Waldon U. S. No. 16	do			do	250	do	
J. S. Gilmore No. 30	do			do	800	Good	

Sunk and full of mud.

List of steamers and other vessels at Mobile and on the Mississippi river, &c.—Continued.

Name and class.	Age—years.	Registered tons and 95ths.	Location.	Original cost.	Estimated value June 30, 1865.	Condition.	Remarks.
W. Hodgson No. 5. gunwale barge.			Louisville.....	.....	\$400	Unserviceable	
B. U. S. No. 12.....do.....			do.....	.....	40	do.....	
U. S. No. 25.....do.....			do.....	.....	150	do.....	
Railroad float.....do.....			do.....	.....	40	do.....	
Do.....do.....			do.....	.....	50	Good	
E. C. & Co. No. 20.....do.....			do.....	.....	75	Unserviceable	
Hawk U. S. No. 3.....do.....			do.....	.....	100	do.....	
Float, with railing.....do.....			do.....	.....	250	do.....	
Hay float.....do.....			do.....	.....	650	Good	
Small float.....do.....			do.....	.....	5	do.....	
J. S. McDonald No. 8.....do.....			do.....	.....	800	do.....	
U. S. No. 65.....do.....			do.....	.....	40	Unserviceable	
U. S. No. 62.....do.....			do.....	.....	40	do.....	
Suzie Elvira.....do.....			do.....	.....	50	do.....	
Aurora No. 52.....do.....			do.....	.....	150	do.....	
17 gunwale barges.			do.....	.....	.....	.....	
Horace.....model barge.....			Cincinnati.....	.....	4,000	Good	
Capitola.....do.....			do.....	.....	3,000	do.....	
Q. M. D.....wharf boat.....			Catlettsburg.....	\$6,000	4,000	Fair.....	
D. C. Horton.....stern-wheel.....	1	159 62	Gallipolis.....	.....	12,000	Good.....	
Gen. Meigs.....do.....	4	75 3	do.....	6,500	5,000	do.....	
Gen. Crooks.....do.....		130 67	do.....	.....	8,000	do.....	
U. S.....wharf boat.....		153 85	do.....	.....	4,000	do.....	
Do.....do.....		145 30	do.....	.....	4,000	do.....	
(No name).....do.....			Parkersburg.....	.....	.....	.....	

Purchased.

RECAPITULATION.

Side-wheel steamers.....	34	
Stern-wheel steamers.....	37	
Centre-wheel steamers.....	3	
Screw tugs.....	16	
Ferry boats.....	1	
Total steamers.....		91
Steamboat hulls.....		2
Model barges.....	74	
Gunwale barges.....	226	
Small wood barges.....	26	
Box barges.....	3	
Barges not classified.....	23	
Total barges.....		352
Wharf boats.....	18	
Canal boats.....	3	
Coal boats.....	60	
Yawl boats.....	56	
Sail boats.....	1	
Metallic boats.....	1	
Total boats.....		139
Skiffs.....		9
Floating docks.....		1
Small flats.....		2
Sectional docks.....		3
Total.....		599

ALEXANDER BLITZ, *Bvt. Col. and A. Q. M.*,
in charge 4th division Quartermaster General's Office.

No. 24.

OFFICE OF DIRECTOR AND GENERAL MANAGER
 MILITARY RAILROADS OF UNITED STATES,
Washington, D. C., October 31, 1865.

GENERAL: I have the honor to submit the following brief statement of operations of United States military railroads for the year ending June 30, 1865.

A more full and comprehensive report will be made as soon as the necessary statistics can be compiled.

These operations were conducted in six different fields, as follows:

- I. Virginia.
- II. Military Division of the Mississippi.
- III. Georgia.
- IV. North Carolina.
- V. Missouri.
- VI. Arkansas

I.—VIRGINIA.

The following lines were in operation July 1, 1864:

Name of line.	Terminal stations.		Length in miles.
	From—	To—	
Alexandria and Washington.....	Alexandria	Washington.	7
Alexandria, Loudon, and Hampshire	Alexandria	Vienna	10
Orange and Alexandria	Alexandria	Springfield.	8
Norfolk and Petersburg	Norfolk	Suffolk	23
Seaboard and Roanoke.....	Portsmouth	Suffolk	18
City Point and Petersburg.....	City Point	Near Petersburg ..	8
Winchester and Potomac.....	Harper's Ferry ...	Halltown	6
Total .....	.....	.....	80

During the year the railroads from Alexandria and Norfolk have not borne a prominent part in extended military operations, but were used almost entirely for local purposes.

In the vicinity of Petersburg thirteen miles of new railroad were built to supply the army of General Grant during his siege of that place.

Upon the surrender of Petersburg, Richmond, and the army of General Lee, the Richmond and Petersburg railroad, twenty-one miles long, was immediately opened, also the line from Petersburg to Burkeville, fifty-two miles.

Statement of total number of miles operated during year ending June 30, 1865.

Name of line.	Terminal stations.		Length in miles.
	From	To—	
Alexandria and Washington.....	Alexandria	Washington	7
Alexandria, Loudon, and Hampshire	Alexandria	Vienna	15
Orange and Alexandria	Alexandria	Rappahannock ...	51
Manassas Gap	Manassas	Piedmont	34
Norfolk and Petersburg	Norfolk	Suffolk	23
Seaboard and Roanoke	Portsmouth	Suffolk	18
City Point and Army.....	Pitkin Station....	Humphrey	13
Southside	City Point	Burkeville	62
Richmond and Danville.....	Manchester	Danville	140
Winchester and Potomac	Harper's Ferry ...	Stevenson	28
Richmond and Petersburg.....	Petersburg	Manchester	21
Clover Hill Branch.....	Clover Hill Station	Coal Mines	18
Total .....	.....	.....	430

Excepting the Winchester and Potomac railroad, which is still operated by this department, all these roads were turned over to the original owners or to the board of public works during or previous to the month of August last.

The largest number of persons employed in any month during the year was 4,489, in April, 1865; and the least number per month was 3,268.

The expenses during the year amounted to four millions nine hundred thousand (\$4,900,000) dollars.

II.—MILITARY DIVISION OF THE MISSISSIPPI.

At the commencement of the year the lines in operation were as follows:

Name of line.	Terminal stations.		Length in miles.
	From	To	
Nashville and Chattanooga.....	Nashville	Chattanooga	151
Nashville, Decatur, and Stevenson	Nashville.....	Stevenson	200
Nashville and Northwestern	Nashville	Tennessee river...	78
Chattanooga and Knoxville.....	Chattanooga.....	Knoxville	112
Chattanooga and Atlanta.....	Chattanooga.....	Big Shanty.....	107
Cleveland and Dalton.....	Cleveland	Dalton.....	27
Rome Branch.....	Kingston.....	Rome.....	17
Memphis and Charleston.....	Memphis.....	Grand Junction...	52
Total .....	.....	.....	744

In August and September, 1864, the Nashville and Clarksville railroad, sixty-two miles long, was opened by order of Major General Sherman, to reach another line of water supply for the depot of Nashville.

By the capture of Atlanta, in August, the entire Chattanooga and Atlanta line, one hundred and thirty-six miles long, was opened, and for a short time trains were run a few miles south of Atlanta on the road toward Macon, Georgia.

Upon the advance of General Sherman toward Savannah, in November, the Chattanooga and Atlanta line was abandoned south of Dalton, Georgia, until after the surrender of General J. Johnston's army, when it was re-opened by order of Major General Thomas.

Some forty miles of this road were destroyed by General Hood in his great raid of October, 1864, and about the same distance, by order of General Sherman, upon his leaving Atlanta. All this damage was repaired by the construction corps, as well as that caused during the December campaign to the railroad near Nashville, amounting in the aggregate to about one hundred and thirty miles of new track.

The Knoxville and Bristol line was opened in the spring of 1865 to Carter's Station, one hundred and ten miles from Knoxville, and to within twenty miles of the Virginia line.

In West Tennessee the railroad was extended from Grand Junction to Tallahatchie river, one hundred miles southeast from Memphis, in August, 1864.

This line was abandoned, partially re-opened, again abandoned, and again re-opened, and still once more abandoned and re-opened, until, on the 20th day of May, 1865, it was finally re-opened to Grand Junction, and June 30th to Pocahontas, seventy-five miles east of Memphis.

The Mobile and Ohio road was opened in May, 1865, from Columbus, Kentucky, to Union City, Tennessee, twenty-six miles.

The following table shows the lines and distances upon each, operated during the year:

Name of line.	Terminal stations.		Distance in miles.
	From	To	
Nashville and Chattanooga.....	Nashville	Chattanooga	151
Nashville, Decatur, and Stevenson	Nashville	Stevenson	200
Nashville and Northwestern.....	Nashville	Johnsonville	78
Nashville and Clarksville	Nashville	Clarksville	62
Shelbyville Branch.....	Wartrace	Shelbyville	9
Chattanooga and Knoxville	Chattanooga	Knoxville	112
Knoxville and Bristol.....	Knoxville	Carter's Station... ..	110
Cleveland and Dalton	Cleveland	Dalton	27
Chattanooga and Atlanta	Chattanooga	Atlanta	136
Rome Branch	Kingston	Rome	17
Atlanta and Macon.....	Atlanta	Rough and Ready	11
Memphis and Charleston.....	Memphis	Pocahontas	75
Mississippi Central	Grand Junction ..	Tallahatchie river ..	48
Mobile and Ohio	Columbus, Ky ...	Union City, Tenn. ...	26
Total .....	.....	.....	1,062

The expenditures during the year for these roads, including labor, materials and supplies, in round numbers were seventeen millions of dollars.

All the lines embraced in this military division, since merged in the "military division of the Tennessee," were turned over in September, 1865, to the companies owning them before the war, in obedience to the executive order of August 8, 1865.

III.—GEORGIA.

In December, a force of the construction corps, with some transportation men, were ordered from Tennessee to Savannah, Georgia, to operate such roads as General Sherman should require.

Before this force reached Savannah, General Sherman had left, on his march to North Carolina, and it was turned back from Hilton Head about the 1st of February and sent to Newbern, North Carolina.

A few miles of railroad at Savannah were operated until July, for local military purposes, when they were surrendered to the companies, by order of the department commander.

IV.—NORTH CAROLINA.

The first instalment of railroad operatives arrived at Morehead city on the 6th of February, 1865. At that date the railroad toward Goldsborough was in running order forty-four miles. At various times, as the country was occupied by the Union armies, the roads were opened, and on the 19th of April trains entered Raleigh. At that date there were in operation, as military railroad lines, the following:

Morehead city to Goldsborough.....	85 miles.
Wilmington to Goldsborough.....	95 "
Goldsborough to Raleigh.....	48 "
Total	228 "

In rebuilding these lines 2,991 lineal feet of bridging was constructed, consuming 779,510 feet, board measure, of timber.

A wharf was built at Morehead city at a cost of \$32,086, with an area of 53,682 square feet, and employing 700,000 feet, board measure, of timber.

All the railroads in this State have been returned to the original owners.

The expenditures in North Carolina from February 6 to June 30, 1865, amounted to \$967,847 53.

V.—MISSOURI.

In October, 1864, orders were received to have the bridges rebuilt which had been destroyed by the rebels on the main line of the Pacific railroad of Missouri and its southwestern branch. This work was completed April 1, 1865, at a cost of \$170,564 65.

VI.—ARKANSAS.

The only line used in this State for military purposes is a portion of the Memphis and Little Rock railroad, between Duvall's bluff, on White river, and Little Rock, forty-nine miles long.

This did not come under control of this office until May 1, 1865. At that time it was in exceedingly bad order, and required large expenditures to make it capable of doing the work required of it. At this date it is still operated as a military railroad line.

In the foregoing statements it is shown there was in operation within the last fiscal year the following aggregate number of miles of military railroad lines:

In Virginia.....	430 miles.
In military division of the Mississippi.....	1,062 "
In North Carolina.....	228 "
In Arkansas.....	49 "
Total.....	1,769 "

On these lines was the following quantity of rolling stock, including that captured from the enemy:

Division or State.	Locomotives.	cars.
Virginia.....	52	631
Military division Mississippi, Nashville.....	216	2,424
Military division Mississippi, Memphis.....	21	200
Military division Mississippi, Columbus.....	2	37
	239	2,661
North Carolina.....	29	262
Arkansas.....	10	98
Total.....	330	3,652

The above does not include the locomotives and cars built in the fall and winter of 1864, which, owing to the close of the war, were never sent to the roads, but sold at the manufacturers' or at points where stored.

Of these there were thirty-five (35) locomotives and four hundred and ninety-two (492) cars of five feet gauge, designed for the military division of the Mississippi and North Carolina; fifty (50) cars of four feet eight and a half inch gauge, for Virginia and North Carolina; and nine (9) cars of same gauge used on the western railroads to transport five-foot cars from the makers to the Ohio river, making in all five hundred and fifty-one (551) cars.

Very respectfully, your obedient servant,

D. C. McCALLUM,

*Bvt. Brig. Gen'l, Director and General Manager of
Military Railroads, United States.*

Per H. K. COOPER, in charge.

Brevet Major General M. C. MEIGS,

Quartermaster General U. S. A., Washington, D. C.

No. 25.

Statement showing the number of employes in United States Military Railroad department, from December, 1864, to April, 1865, taken from the officers' reports of persons hired, for the months given, which are on file in this office.

Station.	Officer.	December, 1864.	January, 1865.	February, 1865.	March, 1865.	April, 1865.
Chattanooga, Tennessee.....	Captain W. R. Hopkins.....	4,350	4,613	4,622	5,198	5,662
Chattanooga, Tennessee.....	Captain F. T. Starkweather...	1,036	1,339	2,127	2,843	3,318
Newbern, North Carolina.....						
Nashville, Tennessee.....	W. J. Stevens.....			9,176	7,744	8,831
Nashville, Tennessee.....	Captain F. J. Crilly	29	68	2,386	1,263	73
Nashville, Tennessee.....	L. H. Eicholtz.....			1,196	1,009	....
Memphis, Tennessee.....	Captain John Parke.....	373		263	302	391
Little Rock, Arkansas	Captain J. H. Pratt.....		640	479	1,036	774
Virginia	J. J. Moore.....	2,956	3,301	3,458	4,082	4,489
Total		8,744	9,961	23,707	23,477	23,538

ALEXANDER BLISS,

Brevet Col. and A. Q. M., in charge 4th Division Q. M. G. Office.

No. 26.

Statement of claims received and disposed of in the Fourth Division Quartermaster General's office from November 1, 1864, to June 30, 1865.

Nature of service.	Number of claims.	Examined and referred for payment to disbur-ing officers, and to the Third Auditor for settlement.	Rejected.	Awaiting action.	Withdrawn.	Total amount of claims.
Employés on the United States military railroads.....	203	\$17,105 58	\$1,391 39	\$7,176 27	.....	\$25,673 24
Employés on United States steamers, gunboats, &c.....	87	25,442 52	28,715 79	494 92	.....	54,653 23
Use of vessels, barges, &c.....	101	62,063 09	26,138 60	39,038 19	.....	127,239 88
Materials furnished for use of United States military railroads.....	7	9,721 31	2,275 00	.....	.....	11,996 31
Transporting troops and government supplies by rail and stage.....	1,464	4,575,479 68	889 21	1,112,935 59	\$5,341 00	5,694,645 48
Lithographing transportation orders.....	1	2,469 00	.....	.....	.....	2,469 00
Advertising army transportation and proposals.....	5	442 13	.....	.....	.....	442 13
Employés in Quartermaster's department.....	10	324 61	628 35	76 08	.....	1,029 04
Supplies furnished Quartermaster's department.....	4	68 00	.....	.....	.....	68 00
Telegraphing.....	4	164 54	.....	105 58	.....	270 12
Employés on United States military telegraph lines.....	4	274 36	.....	.....	.....	274 36
Materials furnished for use of military telegraph.....	1	.....	100 00	.....	.....	100 00
Services in the army.....	2	.....	.....	.....	.....	.....
Total amounts.....	.....	4,693,554 82	60,138,34	1,159,826 63	5,341 00	5,918,860 79
Total number of claims.....	1,893	1,454	99	339	1	.....

ALEXANDER BLISS,
Brevet Colonel and Assistant Quartermaster, in charge of Fourth Division.

No. 27.

WASHINGTON CITY, D. C., *February 2, 1865.*

SIR: I have the honor to inform you that, in accordance with your orders, the 23d army corps, Major General Schofield commanding, has been transferred from Clifton, on the Tennessee, to the Potomac.

Under the instructions of the Hon. C. A. Dana, Assistant Secretary of War, I left this city on the 11th ultimo to take the general supervision of the movement.

Anxious, if possible, to comply with the wishes of the department and those of the Lieutenant General, in making it to Parkersburg by water, yet knowing by experience the extreme uncertainties of winter navigation upon the Ohio, I telegraphed on my departure to several trustworthy gentlemen intimately connected with the management of western railroads, who met me while *en route* to Louisville, and with whom I arranged for a quiet concentration of machinery, so that, if necessary, there could be, on twelve to twenty-four hours' notice, at either Cairo, Evansville, Louisville, or Cincinnati, sufficient to move the corps as it should arrive at either of those points, and yet in such manner as not to prove detrimental to the interests of the different roads in case the machinery was not required.

Arrangements were also made, through the commissary department, by which the comfort of the troops should be cared for by supplying, as often as once in each hundred miles of railroad transportation, in addition to their rations, an abundance of hot coffee.

On arriving at Louisville and not finding despatches from Generals Thomas or Schofield, as was anticipated, advising me as to the amount of transportation required, or the time when the troops would be ready to move, on consultation with General Allen, it was deemed best to order, without delay, the assembling at Paducah (the mouth of the Tennessee river) of transports amply sufficient to make the required movement. This being done, by telegraph, I left Louisville the same evening (14th) and reached Paducah the following night, where, learning that Major General Schofield had, but a few hours previously, passed down the river, I proceeded at once to Cairo, and the next day, learning from him, by telegraph, that only transportation for ten thousand (10,000) men would be required, in addition to the boats already at the river, I returned to Paducah that night, ordered the boats, with convoy, to be in readiness as soon as possible, and started the next morning, at daylight, up the Tennessee.

At about 5 o'clock the same evening, (17th,) meeting General McLean, with a division of the 23d army corps, coming down on transports greatly overloaded, on communication with him it was deemed best that I should return to Paducah, sending up the river the transports accompanying me, under care of Captain Arthur Edwards, assistant quartermaster.

After largely increasing at Paducah the transportation for General McLean's command, rendering the condition of the troops entirely comfortable for a long trip, this portion of the corps proceeded up the Ohio on the following morning, (18th,) and on the evening of the same day, having completed all necessary arrangements for the remainder of the troops as they should reach that place, I left, *via* Cairo, for Louisville by rail, and arrived there on the morning of the 20th in advance of any of the transports.

During the previous night the weather suddenly changed from the mild and genial temperature with which we had hitherto been favored, and the morning brought the coldest weather as yet experienced during the winter, so that, on arriving at the Ohio, I found the river so full of floating ice as to give serious apprehensions of our ability to proceed by boats even to Cincinnati. On consultation, however, with Major General Schofield, General Allen, and the best

advised river men, I ordered forward the boats to Cincinnati, and telegraphed, as previously arranged, for the collection, at that place, of the necessary cars and machinery to be ready on the following morning to receive the troops as they arrived.

The river having rapidly fallen, over twenty (20) feet, rendered it impossible for our larger boats to pass above the "falls," producing thereby considerable detention, as we were obliged to transfer the troops to a smaller class of boats, which could pass through the canal.

Everything progressing satisfactorily, I again took the cars on the evening of the 20th, and reached Cincinnati the following morning in advance of the transports, where I found all necessary preparations made to receive the troops on their arrival. During the same day (21st) about three thousand (3,000) men were disembarked, loaded on the cars of the Little Miami railroad, and started eastward.

In the afternoon a fog arose so dense as for more than thirty (30) hours to entirely prevent any movement of boats, and resulting in the detention of a large part of the fleet for that length of time.

On the 22d, about four thousand (4,000) more troops were transferred from the boats to the cars of the Hamilton and Dayton railroad, and left for their destination. During the evening of this day the weather again greatly moderated, and being advised, by telegraph from Wheeling and Parkersburg, of an immediate resumption of navigation, I directed, on the morning of the 23d, that boats, containing from six to eight thousand troops, should take on board, as soon as possible, an ample supply of fuel and be ready to move up the river.

This completed, it was arranged with General Couch, commanding, that the transports should start early in the evening, (23d,) and one had already departed when there was again so rapid a change in the weather as to render it unsafe proceeding, and a boat was immediately despatched to bring back the transport which was on its way to Parkersburg, and all were ordered to remain until morning.

During the 23d the movement by land was continued, and about four thousand (4,000) additional troops had been disembarked and transferred to the cars of the Little Miami railroad. On the morning of the 24th, the weather having greatly increased in severity, and my despatches from Parkersburg advising me that the river was so full of ice as to render navigation impracticable, I ordered the remainder of the troops to disembark and proceed *via* the Little Miami railroad, which, excepting some of the artillery and animals, was effected on that and on the following day.

Owing to the embarrassments and delays on the Ohio Central—resulting from broken rails and machinery, caused by the uncommon severities of the weather, and by which cars were repeatedly thrown from the track, and several narrow escapes from serious disaster encountered—as well as from the difficulties of crossing the Ohio, I remained on the line from Columbus to Bellaire until the 31st, taking personal supervision of the transfer of the troops until the last car was loaded on the Baltimore and Ohio railroad and on its way over the mountains, when, at 12 m., I took the train and reached this city on the night of the 1st instant, where, on the following day, I found, upon the banks of the Potomac, the 23d army corps safely encamped.

The distance transported is nearly fourteen hundred miles, about equally divided between land and water. The average time of transportation from the embarkation on the Tennessee to the arrival on the banks of the Potomac was not exceeding eleven days; and what is still more important is the fact that, during the whole movement, not a single accident has happened causing loss of life, limb, or property, except in the single instance of a soldier improperly jumping from the car under apprehension of danger, by which he lost his life,

when, had he remained quiet, he would have been as safe as were his comrades of the same car.

After so many days of anxiety and suspense—a suspense and anxiety, I know, fully shared by yourself and many others—may I not congratulate you upon the complete and entire success of a movement the like of which, I think, has neither its parallel in this eventful war, nor, indeed, in the history of warfare; the only similar movement being that of the transfer of the 12th and 13th army corps of twenty-two thousand (22,000) men, (General Hooker, commanding,) from the Potomac to Chattanooga, two hundred (200) miles less in distance, and effected in the mildest autumn weather, in about the same time, with days, if not weeks, of preparation, and in which case the route was distinctly understood before the movement commenced. The difference between a movement under such circumstances and one under which the 23d army corps has been transported, with the greatly multiplied dangers and difficulties attending it, are thoroughly understood by all familiar with winter navigation and land transportation. The transfer of so large an army, with ample time and preparation, for so great a distance, even in summer weather, would, of itself, be a marked event; but when it is understood that not beyond four or five days had elapsed after the movement was decided upon in Washington before the embarkation of the troops had actually commenced upon the banks of the Tennessee, nearly fourteen hundred miles distant, and that, within an average of eleven days from the time of its embarkation, so large an army, with its artillery and animals, was quietly encamped upon the banks of the Potomac, and that the transfer has been made along rivers obstructed by fog and ice, over mountains during violent snow-storms, and amid the unusual severities of mid-winter in a northern climate, with all the doubts, constant uncertainties and changes herein mentioned as to routes and points of transfer—at a period of the year, too, when accidents upon railroads arising from the breaking of machinery or rails in ordinary transportation are of frequent occurrence, many of a serious and fatal character having occurred during this time on other roads—and when it is known that the comfort of the troops has been so carefully provided for, and the police of the different roads so thoroughly organized that, during the whole movement, not the least injury of person or loss of property occurred, with the exception of the soldier above alluded to, and that the condition of the troops is to-day in all respects as good for meeting the enemies of their country as it was on the day of their departure from the banks of the Tennessee—under such circumstances am I not justified in characterizing this movement as an event remarkable in design and successful in execution, the like of which has never before occurred, and as being most illustrative of the great physical advancement and resources of our country even in its present desolated and distracted condition, and showing its resistless power when harmonious and united?

I should be failing in justice not to record and call special attention to the means by which your orders have been successfully executed: I refer to the managers of our railroads and river transportation.

The earnest efforts of those controlling the different lines of railroads used in making this movement have been most conspicuous. How many valuable officers and soldiers have been furnished to our army from this department of business is well known to yourself—a business commanding, as it does, a greater number, in proportion, than any other of the most energetic and enterprising portion of our citizens—men well adapted to military service by habits of command and prompt obedience, hardened by exposure, fertile in resources, vigorous and energetic in action, and accustomed to danger where prompt decision is required.

It is to this class of men that the government is largely indebted for many of its brilliant triumphs, and without whose services your order for the movement

of the 23d army corps could not have been executed. Few persons are aware of the superior ability, energy, and unceasing watchfulness necessary, even on ordinary occasions, to secure the movement of so large a force over a long line of railroad; and fewer still appreciate the great increase of difficulties and dangers during such extraordinary severe weather as we have had for the last month to insure safety from accident and disaster. And while nothing that I can say will add to the reputation of gentlemen so well known to the community as are most of those who have been engaged in this movement, yet it is but just to place upon record the fact that these private citizens have spared no labor and omitted no efforts to accomplish the desired object; that from the highest official to the lowest employé days of anxious toil and nights of sleepless vigilance have conclusively proved that all were fully awake to the importance of the duty devolving upon them, and felt that intense interest which men alone feel who are thoroughly conscious of their personal responsibility for the lives of thousands and the success of an important enterprise.

The gentlemen to whom I allude are Wm. H. Clement, president, and E. W. Woodward, superintendent of the Little Miami railroad; D. McLaren, superintendent of the Hamilton and Dayton railroad; Thos. Lough, superintendent of the Steubenville and Indiana railroad; Hon. H. J. Jewett, president, and D. W. Caldwell, superintendent of the Ohio Central railroad; Jno. W. Garrett, president, and Wm. Prescott Smith, master of transportation of the Baltimore and Ohio railroad; all of whom I think are justly entitled to the thanks of the government for the services they have rendered.

The circumstances I think render it not invidious that I should especially refer to the management of the Baltimore and Ohio railroad, where indomitable will, energy, and superior ability have been so often and so conspicuously manifested, and where such invaluable services have been rendered to the government—a road nearly four hundred miles in length, so often broken and apparently destroyed, so constantly subjected to rebel incursions that, had it been under ordinary management, it would long since have ceased operation. Yet notwithstanding all the difficulties of the severe winter season, the great disorganization of employés incident to a road thus situated, its most extraordinary curves, grades, bridges, tunnels, and the mountain heights it scales, it has moved this large force in the shortest possible time with almost the exactness and regularity of ordinary passenger trains, and with a freedom from accident that I think has seldom if ever been paralleled.

Much credit is also due to the boatmen of the west, who, with scarcely a day's notice, promptly and cheerfully furnished over forty transports for this service, and who have so often and patiently submitted to the seizure of their transports and effectively assisted in securing the success of our armies during the last four years. It has often fallen to my lot to witness the cool bravery and acts of daring of this class of men in the passage of batteries or the sudden and unexpected attack of bands of guerillas while navigating our western rivers; and Generals Grant and Sherman, with many others, will bear witness that none have shown greater firmness and resolution in danger or more reckless daring and disregard of personal safety, and I doubt not many of their deeds will live in history and tradition along the lines of our western rivers as have the stories and deeds of partisan chiefs of former times. It was by the services of such men that the government was enabled so rapidly to concentrate reinforcements at Donelson and Shiloh; that with seven days' notice it was enabled to embark forty thousand men under Sherman in mid-winter for the movement against Vicksburg, and subsequently precipitate the same force upon and capture the post of Arkansas. It was their courage that piloted our transports past the batteries of Island No. 10, Vicksburg, and numberless other places along our western waters; and all who have seen the unblanched cheek and steady arm by which the pilot at the wheel or the captain on the hurricane

roof have discharged their duties in hours of danger cannot fail to acknowledge that they justly deserve a page in the history of the events of this war.

I also with pleasure acknowledge the valuable services of Lieutenant Colonel A. J. Mackay, now chief quartermaster of the department of the Tennessee, a most energetic officer, under whose direction the troops were embarked on the Tennessee; also the important aid rendered by Captain J. V. Lewis, assistant quartermaster, an able officer, recently in charge of transportation at Cincinnati, who, at my solicitation, though he had tendered his resignation and was relieved from duty, again assumed his former position, labored incessantly, and rendered most valuable assistance in effecting the transfer at Cincinnati in the movement by rail.

I am also indebted to Captain Arthur Edwards, assistant quartermaster; Captain J. H. Wilson, assistant quartermaster; Captain A. C. Woolfolk, assistant quartermaster, and Captain Gus. Artsman, assistant quartermaster, for valuable assistance at their different posts of duty.

Herewith I transmit copies of all orders, instructions, communications, and reports of the superintendents of the several railroads, forming a complete record of the movement.

I have the honor to be, very respectfully, your obedient servant,

L. B. PARSONS,

Colonel and Chief of Rail and River Transportation.

Hon. EDWIN M. STANTON,

Secretary of War

No. 28.

WASHINGTON CITY, *October 15, 1865.*

GENERAL: I with pleasure comply with your request, before leaving the service, by furnishing a concise report of my connexion with the department, and the events of interest which have transpired under my own orders or observation, and also by making such suggestions as I think may be of service in the future.

I must, however, state that, owing to the mode of reporting the transactions and auditing the accounts of the department now required by law and army regulations, by which a full analysis of the same cannot be made for from one to two years, it will be impossible at present to give those tabular statements showing the large transactions of the transportation branch of the service which would be both interesting and instructive; and my report must consequently be general in its character, leaving details and most of the exhibits to be furnished at some future period, when peace has given time for a careful examination and classification of the great mass of reports and documents accumulated during the progress of the war.

The subject of transportation in the conduct of war has always been one of primary importance, and the application of steam to transportation has perhaps as much modified the art of war as it has the pursuits of peace, and should, through its ability for more rapid concentration of troops and supplies at distant points, give greater vigor to a campaign and vast advantage to the party having superiority in this respect. Not only has the world never before seen such vast armies so suddenly and so easily created, but never has it witnessed such rapidity in the transit of those armies for long distances with their vast munitions and supplies. It is now practicable, on twenty-four hours' notice, to embark at Boston or Baltimore a larger army than those with which Napoleon won some of his most decisive victories, and landing within three days at Cairo,

twelve hundred miles distant, there embark it on transports, and within four days more time disembark it at New Orleans, a thousand miles further, or two thousand two hundred miles from the point of departure. Boats could easily be gathered at Cincinnati, Louisville, and St. Louis, which could within a week precipitate two hundred thousand troops with all necessary munitions and supplies upon Cairo or Memphis.

Hence and from statements of various expeditions hereinafter given, it will be easy to see the great importance of the best possible management of our river and railroad transportation in order to a successful campaign, especially when the theatre of war is so expanded as has been the present.

On entering upon the duties to which I was assigned by my superior officer, Major (now Brevet Major General) Robert Allen, in November, 1861, as chief of rail and river transportation at St. Louis, my first object was to introduce, as far as possible, such system as should combine uniformity with responsibility, and efficiency with economy, not then existing, owing to the confusion generally prevailing at the commencement of the war and especially in the western department, it being the period between General Frémont's and General Halleck's administrations.

Under General Frémont's orders the entire river transportation was performed by chartering boats, nearly all of those within the department being so employed, though we then only commanded the river as far south as Cairo. Satisfied on a cursory examination that this mode of conducting the service was as wrong in principle as it was extravagant in practice, that a very small proportion of the boats then in service were actually required, (many of them being either idle or unprofitably engaged, according to the caprice of officers in command,) with the approval of General Allen, I made temporary contracts by the 100 pounds or by the piece for government transportation, and discharged all boats from charter, with the multitude of employes connected therewith. The result was that half the boats were at once out of service and lying idle at the levee, while government transportation was not only performed at a less cost, but in a much more prompt and satisfactory manner. Subsequently, by authority of General Halleck, upon whose staff I had been placed and whose command then extended over almost the entire country west of the Alleghany mountains, I prepared a few concise rules and regulations, producing checks, introducing responsibility, and giving information as to the duties of officers connected with transportation. The change was immediate, and favorable beyond my own expectation. Order soon arose out of confusion; officers who had been improperly furnishing transportation were made accountable. Railroads which, in their anxiety to serve the country, had honored thousands of orders, ignorant as to their propriety or whether compensation would be made therefor, were highly gratified, and the service greatly improved in all respects. Soon after I made formal contracts by the piece or 100 pounds for all government transportation required on the Missouri and Mississippi rivers, so far as our authority extended, and as our armies opened new territory, like contracts were made until the government transportation between nearly all points under our control was performed in the same manner, with continued improvement and satisfaction both to government officers and the steamboat interests. The latter became satisfied with the change, inasmuch as under the former system boats were paid alike, whether faithful in their service or not, while under the new mode the energetic and industrious secured the advantages to which they were justly entitled.

When, upon my report of December, 1863, you issued General Order No. 22 $\frac{1}{2}$, December 9, 1863, placing the Cumberland and Ohio rivers under my control, I determined immediately to abandon the charter system, which up to that time had prevailed on those rivers, and though there was a general combination of the steamboat interests of the Ohio against me, I succeeded, after much labor and perplexity, in the reform; the result of which was, if possible, more satisfactory than it

had been on the Mississippi, and instead of one hundred and twenty-three (123) steamers reported as in service on the Cumberland in supplying General Rosecrans's army in the winter of 1862-'63, only sixty-six (66) were reported as required in supplying in a more satisfactory manner the same army combined with the large armies of Generals Grant and Sherman during the winter of 1863-'64. As illustrative, I would state that one of the largest government contractors, who for two years furnished most of the forage for the army of the Cumberland, and amounting to millions of bushels annually, subsequently informed me that the same boats he had loaded the year before, as chartered boats, carried more than double the cargo, and received, transported, and discharged it in half the time. To the same point I would respectfully refer to the following extract from the report of Brevet Major General J. L. Donaldson, supervising quartermaster of the department of the Cumberland, viz :

"Colonel L. B. Parsons, in charge of western river transportation, St. Louis, Missouri, having become satisfied that the charter system was a vicious one generally, abrogated it, and made contracts for the delivery of supplies at Nashville by the 100 pounds, at an average of about 50 cents per 100. He experienced great opposition in changing the system, as the per diem paid well, and whether boats were working, or laying up, delaying along the rivers, or hurrying back and forward, as they should do, the pay was the same, and it was too lucrative to be willingly yielded. Colonel Parsons, however, carried his point, after strong opposition, and although I have not the data at hand, as Captain Winslow, my officer in charge of river transportation, is now out of service, I am satisfied that, by the change from charter by the day to service by the hundred pounds, it can be easily shown that the government saved one to two millions of dollars in its operations in this department alone."

I also beg leave to refer to a report recently received from Captain F. S. Winslow, late assistant quartermaster, and a most efficient and valuable officer, to whom General Donaldson refers in his report above; a copy of which is herewith transmitted, and from which I make the following extract :

"The following condensed statement will show you the amount of work done during the season of navigation at Nashville, from February 1, to May 27, 1864 :

Months.	Number of steamboat arrivals	Amount, in tons, of freight discharged at Nashville.
February	178	35,860
March	213	62,666
April.....	158 and barges.	44,029
May	65 and barges.	15,461
Total	614	158,016

"Although the figures I shall now present will appear almost fabulous, yet I am honestly convinced they are too low. I wish to establish the difference of cost of the above 158,016 tons if it had been transported on chartered vessels instead of, as it was, on boats contracted at a given price per 100 pounds.

"From all data it is sufficiently established that freight carried on chartered boats never cost the government less than \$1 50 per hundred pounds.

"The cost for transporting the above 158,016 tons would consequently have reached the sum of \$4,740,493. The contract price under which the stores were actually transported ranged at from fifty to sixty cents per 100 pounds. Taking the outside figure, the transportation cost the government the sum of

\$1,896,192. Consequently the change from the charter to the contract system saved the government the enormous sum of about *three millions of dollars*.

"At the same time the extra expense incurred by me in single cases, when want of levee-room compelled me to keep boats waiting above the time allotted them for discharging, amounted, during the whole season, and for all the boats, to $50\frac{5}{24}$ days of demurrage, which, at an average of \$225 per day, amounts to \$11,300.

"To you belongs the credit of having accomplished such great results; to me the satisfaction of having supported you to the utmost of my ability; and I remain, with sincere considerations of respect,

"Truly, your obedient servant,

"F. S. WINSLOW,

"*Late Captain and Assistant Quartermaster.*"

I would also call attention to this report, as illustrating the large transactions of this department, by showing the freight transportation service upon a small river, only generally navigable by a light class of boats for a brief period of the year, troops having been transported by the Louisville and Nashville railroad.

In further proof of the correctness of the policy I have pursued in performing the government business, so far as practicable, under contract with private parties, by the 100 pounds or the piece, I would respectfully refer to various contracts made by me, or under my instructions, during the war, copies of which I transmit herewith, and by which it will be seen that in the early part of the war the cost of the transportation of troops was only from *two to three mills per man per mile*, or an average of \$1 05 per man from St. Louis to Memphis—a distance of 450 miles; the cost of moving an army of 20,000 men, with its officers and baggage, the same distance, being not exceeding \$25,000, while the transportation of stores and animals was performed at like reduced rates. And it will also be seen, that even toward the close of the war, when gold was from 200 to 280, the cost of moving troops was, on an average, but about *one-third of one cent per man per mile*; the cost of moving a soldier from St. Louis to New Orleans, a distance of 1,250 miles, at the present time being but \$3 62½, and that of an army of 20,000 men, with its officers and baggage, not exceeding \$85,000.

To one familiar with the large expense of transportation upon southern rivers and the danger constantly incurred in their navigation from rebel batteries and guerillas, I think these rates will be regarded as much lower than the service could ever have been performed by the government, and that there can be no doubt, as a general rule, that it is the policy of the government to secure its transportation by contract with private parties, rather than by attempting to perform it by its own boats and employés. When boats have been required for post service for a long period of time, I have, as a general rule, purchased them; and where large expeditions were to be organized for brief service, I have seized or chartered them, as the case might require, it being impossible to make contracts, owing to the indefiniteness of the service.

The extent and expense of the transportation of the Mississippi and its tributaries has been greater, I apprehend, than is generally supposed, engaging, as it has, a large portion of the three hundred and fifty steamers and hundreds of barges navigating those rivers; and though, for reasons already given, I cannot now furnish the exact figures, yet some idea of its magnitude may be seen from the following statement of the amount of transportation furnished at St. Louis,

Missouri, during the fiscal year ending June 30, 1863, as per report of Captain Charles Parsons, in charge of transportation at that point:

	Railroad.	River.	Total.
Subsistence, ordnance, quartermaster, and medical stores pounds.	153, 102, 100	337, 912, 363	*491, 014, 463
Troops number.	193, 023	135, 909	328, 932
Horses and mules do....	47, 963	34, 718	82, 681
Cattle do....	2, 196	23, 353	25, 540
Wagons and ambulances do....	1, 873	2, 475	4, 348
Cannon and caissons do....	196	78	274
Locomotives and railroad cars do....	178	.....	178
Bricks do....	8, 000	.....	8, 000
Lumber feet.	2, 314, 619	.....	2, 314, 619
Shingles M.	461	.....	461

*Equal to 245, 507 tons and 463 pounds.

This, it must be borne in mind, however, is but the report of a single, though the most important, shipping point in the Mississippi valley. For a correct estimate we must add to this the transportation of each quartermaster at Pittsburg, Cincinnati, Louisville, Cairo, Memphis, New Orleans, and the many other points on the upper and lower rivers, and still further must be added all the transportation on boats owned by or under charter of the government, and at times numbering more than one hundred.

Again, its importance may be seen by considering that the large armies of Generals Grant, Sherman, Rosecrans, Banks, and Steele, on the lower rivers, and of Sully and Sibley, on the upper Missouri and Mississippi, have been almost exclusively dependent upon our river transports for their re-enforcements and immense supplies.

On the 2d day of October, 1863, there were requisitions in Captain Parsons's office at St. Louis for the immediate transportation of over six thousand five hundred mules, horses, and cattle, six hundred wagons, and about one thousand tons of other freight, to General Banks's command, at New Orleans, twelve hundred and fifty miles distant; also, for over four thousand like animals to Memphis, Vicksburg, or Little Rock, more than three thousand tons of commissary and quartermaster stores to the same places, with considerable requisitions for Fort Leavenworth and other points on the upper Missouri and Mississippi. So pressing was the demand for General Banks, that he had detailed an officer to urge forward his requisitions that his movements might not be delayed, while the Memphis requisitions were urgently demanded in order to enable General Sherman to hasten to the support of General Rosecrans. To have transported these ten thousand five hundred animals, six hundred wagons, and four thousand tons of supplies, not to speak of ordinary daily requisitions for transportation, which were always large, required at the very low stage of the river from forty to fifty boats.

To appreciate the difficulties of performing this service, it should be remembered that a large proportion of this great network of twenty thousand miles of river navigation, watering the great States of this valley, was for a long period either entirely under the control of the enemy, or so situated that its navigation was liable at any moment to be obstructed thereby.

From Brownsville, the head of navigation on the Monongahela, in the State of Pennsylvania, *via* Pittsburg, down the Ohio to Cairo, up the Mississippi to the Missouri, thence to Fort Benton, the head of navigation upon the Missouri, a distance of 3,500 miles, the south or west side of these rivers has, during the war, been constantly subject to incursions by the rebels or Indian savages,

instigated by them to hostility, while the 400 miles of the Tennessee, 300 miles of the Cumberland, 350 miles of the White river, the 650 miles of the Arkansas to Fort Gibson, 150 miles of the Yazoo, 620 miles of Red river, and the 1,150 miles of the Mississippi below Cairo, were long under their entire control.

At the commencement of the war the government held no point south of Cairo, and all southern rivers were blockaded until the fall of Forts Henry and Donelson, in February, 1862, which opened the Tennessee and Cumberland and also the Mississippi to Island No. 10. The fall of Island No. 10 and Corinth, in the spring of 1862, led to the fall of Memphis and opened the river to that place; but it was not until July, 1863, after the capture of Vicksburg, that the Mississippi, from Cairo to New Orleans, was at all passable for our transports, and even to May last the enemy claimed to hold most of those rivers by his movable batteries and roving bands of guerillas, so as to prevent their navigation being of any practical advantage. It should further be recollected that the rebel government have had an extended and effective organization, under the direction of a cabinet officer, for the sole purpose of the destruction of our transports, offering unparalleled rewards for the success of miscreants in this nefarious business, which, with the facility of modern inventions, has often been effected with ease and impunity.

The means of transportation on all these rivers being of a similar character, have been generally available for service at any point. Those upon the Allegheny, the Illinois, the St. Peters, or the Yellowstone this week, might be upon the Cumberland, or the Tennessee, the Yazoo or Red rivers next week; those now loading at Pittsburg, Cincinnati, and Louisville could, within a few days, be at St. Louis, Memphis, New Orleans, or Mobile, doing equally useful service, though changed thousands of miles in their location.

The principal demand for water transportation during the war has been for the Cumberland, the Tennessee, lower Mississippi, White, Arkansas, and upper Missouri rivers, and for which the supply has been furnished almost entirely from St. Louis, Cincinnati, or Louisville.

In addition to the ordinary transportation of soldiers, their munitions and supplies, large expeditions have at various times been fitted out, to the most important of which I will briefly allude.

The first movement by water after the commencement of hostilities on the western waters was that of about two thousand men, under the command of General Lyon, who embarked on four boats at St. Louis, on the 15th of June, 1861, and proceeded up the Missouri in pursuit of General Price, a pursuit resulting in the battle and victory of Boonville on the 17th of the same month.

On the 1st of August following, about four thousand troops embarked upon eight boats—"the great fleet," as it was termed in the papers of the day—under command of General Frémont, and proceeding down the river, landed at Cairo and Bird's Point on the 3d.

On the 6th of November following, three thousand men, under the command of General Grant, embarked on board transports at Cairo, and proceeding down the Mississippi, landed on the following morning, attacked and fought the enemy at Belmont, opposite Columbus, and returned to Cairo the same day, having accomplished the object of the expedition.

On the 2d and 3d of February, 1862, General Grant embarked fifteen thousand troops on transports at Cairo, proceeded to Paducah, and on the day following advanced up the Tennessee in connexion with the navy, under Commodore Foote, capturing Fort Henry on the 6th of the same month. Soon after six regiments, under the orders of General Grant, re-embarked, moved down the Tennessee and up the Cumberland a distance of 110 miles, where, with the troops proceeding overland from Fort Henry, they captured Fort Donelson on the 12th.

On the 13th of April, 1862, under instructions of General Halleck, I sent

about thirty transports, with numerous barges, to New Madrid, upon which the army of General Pope, sixteen thousand strong, including four regiments of cavalry, ten batteries of artillery, and their animals, (numbering in all nearly five thousand,) were embarked on the 15th and proceeded down the river opposite Fort Pillow, then in possession of the rebels, which place they left on the 18th, and passing up the Mississippi, Ohio, and Tennessee, a distance of 475 miles, arrived at Pittsburg landing on the 21st to re-enforce our army in its advance on Corinth.

Under like instructions from General Halleck, in April, 1862, I sent transports to Cape Girardeau, where the brigades of Generals Asboth and Jeff. C. Davis, consisting of over eight thousand troops, were embarked on their arrival from the interior of Arkansas, and two days thereafter reached Pittsburg landing, 335 miles distant, for a like re-enforcement of the army moving on Corinth.

On the 11th of December, 1862, I received orders from General Allen, at St. Louis, under a telegraphic despatch from General Grant, dated December 9, near Oxford, Mississippi, requiring sufficient transportation to be at Memphis by the 18th to move General Sherman's army of about 40 000 men, including cavalry, artillery, and animal transportation, for an attack on Vicksburg. It being mid-winter, when there were not exceeding eight boats suitable for the purpose in the harbor of St. Louis, and during a period of great scarcity of fuel, it was deemed impossible to comply with the order; but by sending to various points, taking all boats arriving, and by seizing all private coal in the city, the necessary transportation of between seventy and eighty boats was secured and placed in readiness at Memphis, 450 miles from St. Louis, on the evening of the 18th. Within forty hours thereafter the army was embarked, the boats fuelled, and the fleet on the way to its destination, where, at the mouth of the Chickasaw bayou, on the Yazoo river, five miles in the rear of Vicksburg, the army rapidly disembarked on the 26th of December, 1862, and at once moved on the enemy's works.

After two days' gallant though unsuccessful fighting, on the orders of General Sherman I prepared eleven of the largest transports, by protecting the boilers and machinery with bales of hay, to move General Steele's command of thirteen thousand men for a night attack upon the strong fortifications at Haines's bluff, on the Yazoo. The order was executed and the command on board within twelve hours after it was given; but owing to a fog the movement was rendered impracticable, and the next evening, the 31st of December, 1862, at about four o'clock of one of the shortest days in the year, I was directed by General Sherman to embark the whole army in the shortest possible time, as it was under orders to leave its position three miles inland, march to the shore, and embark without delay. Many of the transports had at the time left their positions and were scattered for miles in procuring fuel, or were in use for hospital and other purposes; yet they were again brought together, arranged in proper order, and the whole army, with all its transportation and supplies, embarked before eight o'clock the next morning without the loss of a single animal, gun, or a pound of stores brought to the shore, and left the river free from accident or loss of a single life from the advancing enemy.

Of the work of such a night no one can have any proper conception who was not on the ground, or is not intimately familiar with similar military movements; and I question if a like speedy and safe embarkation of so large an army in the face of a victorious enemy was ever before effected under any commander.

On reaching the Mississippi the expedition, under Major General McClernand, who there assumed command, moved north to the mouth of White river, thence through the "Cut-off," up the Arkansas, at an extremely low stage of the river; and on the 9th of January, having moved nearly three hundred miles from the Yazoo, notwithstanding the great difficulties of procuring fuel, was again disembarked near Arkansas Post, and, in connexion with the navy, surrounded, at-

tacked, and carried the enemy's elaborate fortifications at that place, captured nearly seven thousand prisoners with all their supplies, destroyed their works, despatched the prisoners northward, re-embarked within five days from the time of landing, again moved southward, and soon after landed opposite Vicksburg to commence the celebrated siege of that place.

In the month of March, 1863, on the orders of General Grant, I despatched about thirty small boats to Helena for a movement upon the rear of Vicksburg, to be made by opening a passage during the high water of the Mississippi through the levee near Helena into an old channel termed "Yazoo Pass." The troops composing the expedition—numbering about ten thousand men, under command of General Ross—entered the Pass upon twenty-two boats and proceeded through Moon lake, Coldwater and Sunflower rivers to near Fort Pemberton, on the Sunflower at its junction with the Yazoo—a distance of two hundred and seventy miles from the Mississippi. The expedition occupied about a month, and was one of the most difficult and dangerous of the war, owing to the extreme narrowness and irregularity of a channel constantly obstructed by overhanging or fallen trees, and often passing amid dense forests well adapted to the operations of guerillas. Through the cool bravery and energy, not more of our troops than of the officers and men connected with the transports, all the boats engaged in the expedition returned to the Mississippi, though many of them in a greatly damaged condition.

In 1863, the Indians being very troublesome on the Missouri and upper Mississippi, it was decided by the government to send thither the largest Indian expedition ever fitted out. The expedition consisted of about five thousand men, with several thousand tons of stores, under the immediate command of Generals Sully and Sibley—General Pope commanding the department—and were required to be transported nearly a thousand miles up the Mississippi and its tributaries, or from one thousand five hundred to two thousand two hundred miles up the Missouri and Yellowstone, which, considering the difficulties of navigation and the wilderness through which the expedition had to pass, was performed with great success. In the following year several tons of supplies and a large number of troops were sent to the same destination.

Thus it will be seen that while the government was in a life-and-death struggle with millions of rebels at the south, it was at the same time carrying on the most vigorous and extensive Indian war in which it had ever been engaged, at a distance of thousands of miles to the northwest along the tributaries of the Mississippi and amid the wilderness of the upper Missouri, the supplies and transportation for which were furnished from St. Louis.

In June, 1863, General Burnside, then in central Kentucky, being ordered with his army, consisting of ten thousand men, including artillery, to re-enforce General Grant before Vicksburg, was transported rapidly by rail through a part of Kentucky and Ohio, and across Indiana and Illinois to Cairo, where I had provided transports upon which his army embarked as it arrived, and within four days reached its point of destination over a thousand miles from the point of departure. After the fall of Vicksburg the same army corps, with about six thousand New England troops, whose term of service had expired, were returned to Cairo upon transports sent for that purpose, and proceeded east by rail, while at the same time our transportation facilities were largely taxed in the movement of about thirty thousand men of General Grant's army, who were proceeding to and from their homes on furlough.

In the autumn of 1863 the army of General Hooker, consisting of the 12th and 13th army corps, of about twenty-two thousand men, was moved from Washington through Maryland and Virginia by the Baltimore and Ohio railroad; thence through Ohio and Indiana to Louisville, Kentucky; thence to Nashville and Chattanooga, a distance of twelve hundred miles, to re-enforce the army of General Grant at that place. The particulars of this movement I

cannot give, as I was not connected therewith, though it was conducted with great rapidity and success.

In January, 1864, the command of General A. J. Smith, consisting of seven thousand troops, being embarked upon seventeen transports at Columbus, Kentucky, proceeded south six hundred miles to Vicksburg, where it joined the celebrated expedition to Meridian, Mississippi, under the command of General Sherman, and on its return, being increased to ten thousand men, was again embarked on eighteen transports and proceeded down the Mississippi and up Red river to Fort De Russey; after capturing which, the command re-embarked and proceeded to Alexandria, where it was soon after joined by the army of General Banks. Other boats were also sent up from New Orleans for the expedition of General Banks into the Red river country. For an account of both which last movements I would respectfully refer to the annual report of Captain Welch to the Quartermaster General, of date December 31, 1864, and also to the memorandum recently furnished me by Captain Welch; copies of which are herewith transmitted.

In the fall of 1864, during Price's last march into Missouri, the army of General Mower, consisting of seven thousand cavalry and light artillery, was, on the 4th of October, on their arrival at Cape Girardeau from the interior of Arkansas, embarked on forty small transports under the direction of Captain L. S. Metcalf, assistant quartermaster, and rapidly proceeded up the Mississippi and Missouri to Jefferson City, a distance of 325 miles. During the same time Captain Metcalf transported the 16th army corps, sixteen thousand men, Major General A. J. Smith commanding, from Jefferson barracks to Jefferson City. Owing to the extreme low water of the Missouri these movements were made with great difficulty, but fortunately without loss of life or any serious accident.

Subsequently, after the retreat of General Price towards Arkansas, and on the advance of the rebel General Hood into Tennessee, the 16th army corps was rapidly embarked on twenty-seven steamers, by Captain Metcalf, and reached Nashville, a distance of 636 miles from Jefferson City, just in time to take a brilliant and important part in the great battle of Nashville. For the particulars of these movements I would respectfully refer to the report of Captain Metcalf, a copy of which is herewith transmitted.

On the 5th and 6th of February last, the 16th army corps with its artillery, consisting of about sixteen thousand men, with five thousand of Wilson's cavalry, together with their horses, were embarked on the Tennessee river at Eastport, Mississippi, under the direction of Colonel A. J. Mackay, chief quartermaster of the department of the Cumberland, on forty-three transports and seven tow-boats, with barges, assembled there by Colonel Arthur Edwards. Leaving that point on the 7th, the fleet passed down the Tennessee, Ohio, and Mississippi to Vicksburg, the point of destination, where it arrived the 15th of the same month. Most of the army subsequently re-embarked on the 18th for New Orleans and reached that point on the 21st, a distance of 1,335 miles from the point of departure, and in fourteen days after embarkation on the Tennessee, including five days' detention. During the war there were numerous other expeditions by water, consisting of from one thousand to twenty thousand troops moving from different points, greater or less distances, on the Mississippi or its tributaries, to which I do not particularly allude, though some of them were important and interesting.

Early in January, 1865, General Grant desired the presence of the 23d army corps, then at Eastport, Mississippi, before making his great movement about Richmond. He hesitated ordering it, however, under the apprehension that owing to the period of the year and the severe weather, it would be impracticable to transport so large an army that distance through a northern climate, and over the mountains in sufficient time to answer his purpose, from forty to sixty days being considered as the shortest period in which the movement could safely be

effected. It was finally decided to make the attempt, and on the 11th day of January, under the orders of the Secretary of War, I proceeded to the Tennessee and took the general charge and supervision of the movement, which resulted in the transfer of the corps, consisting of twenty thousand men, with all its artillery, and over a thousand animals, from the Tennessee river to the city of Washington, a distance of nearly 1,400 miles, in the month of January, during the severest weather of the winter, and over rivers and mountains blocked with snow and ice, in an average time of eleven days, less than seventeen days having elapsed between the embarkation of the first troops on the Tennessee to the arrival of the last in Washington, without the loss of property or a single life—a movement characterized by the Secretary of War as the most remarkable and successful of its kind in history, and for a full account of which I would respectfully refer to my report to the Secretary of War on the subject, a copy of which is herewith transmitted.

I conclude this branch of the subject by referring to the great movement of troops from Washington on the disbanding of the armies after the capture of Richmond. By reference to the report of Captain Benjamin Burton, assistant quartermaster, a copy of which is herewith transmitted, it will be seen that during the months of June and July last 233,300 troops, 27,000 horses and mules, and over 2,000 tons of baggage were despatched northward, leaving Washington by the Baltimore and Ohio railroad alone. Of this number, it will be seen, by a report of Captain Hunt, assistant quartermaster, who was in immediate charge of the movement by river, a copy of which is herewith transmitted, that 96,796 of these troops and 9,896 animals, passing over the entire length of the Baltimore and Ohio railroad, a distance of over 400 miles, were embarked on the Ohio river at Parkersburg upon ninety-two boats within twenty-eight days, and at a period of extremely low water, the river not averaging on the bars over 26 to 34 inches. Of these troops, over 70,000 were transported by water from Parkersburg to Louisville, Ky., 440 miles; 7,000 to St. Louis, Mo., 1,043 miles; and the remainder to Cincinnati, Ohio, or its immediate vicinity, 300 miles. It will be further seen, from Captain Hunt's report, that this large shipment was made without a single accident or loss of life; and that the estimated cost of the movement by water was \$328,205, being an average cost of \$3 40 for each soldier.

In the autumn of 1863, after the battle of Chattanooga, it being deemed necessary for the protection of East Tennessee, and for the transportation of supplies, that a number of boats should be immediately placed on the upper Tennessee, and it being impracticable to procure them from the Ohio, owing to the impossibility of passing "Muscle Shoals," Captain (now Brevet Colonel) Arthur Edwards, assistant quartermaster, under your personal directions, opened a boat-yard in the woods near Bridgeport, below Chattanooga, and rapidly constructed thirteen boats, four of which were partially iron-clad, and which, for lightness of draught and adaptability to the ends designed, have, I am confident, been nowhere surpassed during the war, and rendered most valuable and efficient service. When it is known that Colonel Edwards had neither mechanics nor material at hand, that all the machinery and most of the other material had to be manufactured on the Ohio, or at St. Louis, and be transported six to eight hundred miles over military roads already greatly overtaxed, I think the construction of such a fleet in so short a time may well be regarded as worthy of record among the remarkable incidents of the war. For a particular account of this service I would respectfully refer to the report of Colonel Edwards, a copy of which is herewith transmitted.

I had hoped to be able to present herewith a statement of all boats and property destroyed or lives lost upon the western rivers during the last four years, but owing to the extent of the subject, the discrepancy in statements, and the failure to receive necessary reports from officers charged with boats or property destroyed, I have not been able to satisfactorily complete the record, and must

defer it to a future day for a supplementary report. Sufficient, however, has been ascertained to show that the destruction of life and property has, notwithstanding the war, been unprecedentedly small, the loss of government property amounting to an extremely light percentage of insurance upon the large amount of stores transported. For the first three years of the war, while I was in charge of river transportation at the west, there was no accident to any boat in government service resulting in any material loss of life.

The three principal accidents have occurred within the last six months of the last fiscal year, as follows:

First. The steamer *Eclipse*, destroyed at Johnsonsville, Tennessee, January 27, 1865, by the explosion of her boilers, and resulting in the loss of twenty-seven soldiers killed, and seventy-eight more or less injured, which is believed to have been occasioned by the use in an emergency of an unsafe boat.

Second. The destruction of the steamer *Sultana* on the Mississippi river, near Memphis, on the 27th of April last, also occasioned by the explosion of her boilers and burning of the boat, and resulting in the loss of over twelve hundred officers and soldiers—a loss greatly increased, I think, by an improper and unnecessary overloading of the boat. A strict investigation of the circumstances connected with this accident is now progressing under the direction of the Secretary of War.

Third. The sinking of the steamer *Kentucky* on the Red river, in the month of June last, which was attended with the loss of a number of paroled rebel soldiers, the exact number of which is not yet known, though believed not to exceed thirty lives.

I would respectfully submit whether the adoption of a general rule, in the case of such accidents, that an immediate and strict examination by court-martial or military commission should be had, would not tend to produce a greater degree of caution on the part of officers having boats under their control, and be more satisfactory to the public by fixing the blame upon the parties responsible; or, if resulting from causes beyond the control of human agencies, by relieving the officers and department from responsibility.

When we consider the great extent of western river navigation, the many dangers incident thereto, and the frequent occurrence of accidents from collisions, fires, and other causes in time of peace, often resulting in great loss of life; when, too, it is known that boats have been frequently ordered into service in great emergencies by officers ignorant of their safety or fitness for the duty required, and often greatly overloaded; still further, when it is recollected that thousands of miles of this navigation have been along rivers the banks of which, except at a few fortified points, have been in possession of the enemy, where batteries or guerilla bands were almost daily brought into action for the destruction of transports—I repeat, when these facts are considered, I think it will not only appear extraordinary that so few accidents and losses have occurred, but remarkable that navigation under such circumstances could be at all maintained.

Herewith I transmit a tabular statement of all boats, barges, and other means of transportation owned by the government on the 30th of June, 1865, on the Mississippi river and its tributaries, numbering one hundred and fourteen boats propelled by steam, and four hundred and eighty-six barges, nearly all of which have, under your orders, been already sold at very satisfactory rates, and a stop put to the large daily and unnecessary expense of keeping them in service. By the 1st of December next there will, I trust, be no government boats in service upon our western rivers.

Thus far I have spoken chiefly of river transportation, not because of its greater magnitude or importance, but because of the greater danger and difficulty attending its management. Our railroads being large established corporations, and generally controlled by men of superior business capacity, system and order were promptly introduced, and by the very liberal arrangements made with all the

roads of the country in May, 1861, by which it was agreed that the transportation should be performed at prices fixed quite below ordinary rates, and which have continued to the present time, notwithstanding the great advance in the cost of labor and general management, the business has progressed with an economy and promptness eminently satisfactory. I think it but just to say that no portion of the community have been more ready to respond to the wants of the government, more willing to make sacrifices, or labored with a greater earnestness and efficiency in the suppression of the rebellion, than have our railroad proprietors and managers. To them, I think, the acknowledgments of the government are justly due, and that it has during the present war been repaid many times over for all expenditures ever incurred in the construction of railroads. The amount of service performed has been enormous, and only equalled by the magnitude of the war, in all its aspects. The wonderful capacity of our railroads for great and speedy movement of large armies has been well tested in the movement of the 9th army corps, under General Burnside, from central Kentucky to Vicksburg; the transfer of the 12th and 13th army corps, under General Hooker, from Washington to Chattanooga; of the 23d army corps from the Tennessee to Washington, and the movement of over two hundred and thirty thousand (230,000) men from Washington on the recent disbanding of the armies in June and July last.

While thus generally acknowledging the valuable services of the railroads of the country, I do not think it invidious to especially allude to those roads which, though within the immediate seat of war, surrounded by enemies, and subject to constant destruction, have still continued their operations, and been managed with unparalleled energy and ability by the officers and companies controlling them, thereby rendering invaluable services to the government. I refer to the Baltimore and Ohio, the Kentucky Central, Louisville and Nashville, Iron Mountain, Pacific, North Missouri, and Hannibal and St. Jo. railroads.

Nowhere have the irrepressible energy, will, and fearlessness of danger of our people been more clearly illustrated than in the conduct of those controlling and operating these lines of railway.

I have made no allusion herein to the military railroads of the country, or rather those which have been captured from the enemy and operated directly by the government, the management of these roads having been placed by the Secretary of War under the special control of Brevet Brigadier General D. C. McCallum, whose eminent ability and success in the discharge of the duty are well known to the public, and who will, I suppose, make a report in reference thereto.

In this brief and unsatisfactory resumé I trust I have said enough to show, to some extent, the duties devolving upon this branch of the service, and that the efforts made by its officers to discharge them have been attended with sufficient success to entitle them to a share of credit in the great results. It is at least gratifying to know that it is on record from such high authority as Lieutenant General Grant, Major General Sherman, and Major General Allen, "that the administration of this branch of the service has been eminently successful; that no military movement in the west has failed or faltered for lack of transportation, and that the wants of the armies in the field have been anticipated and met with alacrity and despatch."

In conclusion, I take great pleasure in calling especial attention to the names of officers more particularly engaged in the transportation service, through whom your orders have been executed and these results attained; men who have been ever at their posts, prompt in the discharge of duty, and whose ability, integrity and efficiency have reflected credit on the department, and honor upon the cause in which they have been engaged, viz:

Brevet Colonel Arthur Edwards, assistant quartermaster, who, since the execution of your orders on the upper Tennessee, has been engaged, as assistant, in the general supervision of the transportation of the west.

Captain Charles Parsons, assistant quartermaster, who for nearly two years conducted the vast and varied duties of the transportation office at St. Louis, with eminent success.

Captain L. S. Metcalf, assistant quartermaster, formerly in charge of transportation at Louisville—now, and for the past year, at St. Louis.

Captain F. S. Winslow, assistant quartermaster, formerly in charge of transportation at Helena and Nashville.

Lieutenant Colonel G. L. Fort, assistant quartermaster, long in charge of transportation at the important posts of Vicksburg and Memphis.

Captain James Brooks, chief quartermaster for the ram fleet and marine brigade.

Captain A. C. Woolfolk, assistant quartermaster, in charge of transportation at the important post of Cairo during nearly the whole war.

Captain J. V. Lewis, assistant quartermaster, for nearly two years in charge of transportation at Memphis and Cincinnati.

Lieutenant Colonel H. T. Noble, assistant quartermaster, successor to Captain Winslow, in charge of transportation at Helena, Arkansas.

Lieutenant Q. J. Drake, acting assistant quartermaster 12th Illinois infantry, assistant officer of transportation at Paducah and St. Louis, and subsequently my assistant in the charge of the Fourth Division of the Quartermaster General's office.

Captain T. B. Hunt, assistant quartermaster, in charge of transportation at Cincinnati, Ohio.

Lieutenant S. H. Stevens, acting assistant quartermaster, in charge of transportation at Nashville during the last year.

Captain H. Raisin, assistant quartermaster, at Smithland, Kentucky.

Captain Benjamin Burton, assistant quartermaster of transportation at Washington city.

Captain F. W. Perkins, in charge of transportation at New Orleans.

Captain D. N. Welch, assistant quartermaster at St. Louis.

Captain L. S. Van Vleit, now quartermaster of transportation at Memphis.

Captain C. H. Gaubert, in charge of transportation at Duvall's bluff, Arkansas, for the last year.

Captain James R. Del Vecchio, assistant quartermaster at Louisville, Kentucky.

Captain N. J. Rusch, assistant quartermaster, in charge of transportation at Vicksburg.

Captain Frank Ernst, assistant quartermaster, recently in charge of transportation at Louisville, Kentucky.

Very respectfully,

L. B. PARSONS,

Brigadier General, and Chief of Rail and River Transportation.

A true copy :

JOHN V. FUREY,

Captain and Assistant Quartermaster.

Brevet Major General M. C. MEIGS,

Quartermaster General, U. S. A.

No. 29.

[General Orders No. 17.]

QUARTERMASTER GENERAL'S OFFICE,

Washington City, March 16, 1865.

1st. For the purpose of producing uniformity in the transportation service, and guarding against abuses, blank books of transportation orders will hereafter be issued from this office to the chief quartermaster of each department, to be

by him immediately furnished to each officer under his order entitled to issue the same; after the receipt of which no other form will be used, unless in emergencies when the prescribed blank form cannot be had, and then the reason for not using it must be stated in the order.

These blank orders will be numbered and registered in this office in such manner that there will never be two orders of the same number in circulation; they will be charged to the chief quartermaster to whom sent, who will receipt and be held responsible therefor, and who will, in like manner, charge and hold responsible his subordinate officers.

On exchange of posts, or on transfer to another officer, like receipts must be taken and forwarded to the chief quartermaster of each department.

2d. Within five days after the end of each month, a concise report will be made to the department quartermaster of the number of orders issued, the number cancelled by error, (which must accompany the report,) and the number remaining on hand, with a statement of the amount of transportation furnished in the month; which report, in a condensed form, (accompanied by the orders cancelled,) will be by him immediately transmitted to the Quartermaster General, under envelope, indorsed on margin "rail and river transportation."

3d. The marginal register should contain the substance of the order issued, and will be preserved by the officer issuing for his own protection, or returned to the department quartermaster or this office, as may be hereafter required.

Care should be taken at all times to keep on hand a sufficient supply of these blank orders, which can be obtained upon application to the proper senior or department quartermaster.

4th. Unless in extraordinary circumstances, all rail and river transportation, passenger and freight, at any post, will hereafter be under the control and management of a single officer, on whom requisitions will be made by other officers requiring transportation.

5th. When more than five persons in one party are to be transported over one road, or a continuous line of roads, separate orders for transportation must be issued for each road to be passed over; these orders should be received on the train instead of tickets, and are to be receipted by the party named in the order, and given up on the cars, the officer or person in charge filling the receipt with the number actually carried. Five persons, or a less number, may be carried over a continuous line of roads upon a single order for transportation, and this order may be exchanged at the starting point for tickets over the entire route.

6th. Settlement should not be made nor vouchers given to railroads on orders for passenger transportation properly belonging to other roads, but the *passenger* accounts for each road should be made up separately in the name of the roads to which they belong.

7th. Appleton's Railroad Guide for January, 1865, will be used as a standard for indicating routes and fixing distances, unless the actual distance is proved to be less, in which case settlement will be made on the basis of actual distance. Where this Guide cannot be more readily procured, it can be furnished from this office.

8th. When a number of troops are to be transported from any point to any other point on the same day or train, it should be done in squads as far as practicable. A single transportation order, or set of orders, should be given to the ranking officer, or most responsible person of the several detachments.

9th. Blank books of free transportation orders will also be furnished, to be used on boats belonging to, or in the service of, the Quartermaster's department, or on railroads operated by the government. The free passes in these books will be given to persons entitled to receive government transportation, and should not be issued without designating on the order the boat or road on or over which the person is to be transported. The marginal registers in these

books will also be preserved for return to the department quartermaster or to this office, as may from time to time be required.

Should the route to be travelled be in part over roads or on boats belonging to the government, and in part on those owned by private parties or companies, care should be taken that free and pay orders are given, as the case may require, or such requisitions furnished as will enable the party entitled to transportation to procure it at points where pay transportation commences.

10th. To warrant the granting of transportation, except in cases specified by regulations or general orders, published for general information, the person demanding the same should show a requisition or order from competent authority requiring the movement by public conveyance in the performance of public duty.

The original requisition for such transportation, when not necessarily required by the officer presenting it, should be retained by the officer furnishing the transportation; in other cases, a certified copy or necessary extract from the order should be furnished to, and preserved by, the officer granting transportation, as his proper authority therefor, and a certified copy of the same must be indorsed on the back of the order.

11th. When the cost of transportation is to be reimbursed to the government, as in the case of sick and furloughed soldiers, the required certificate should not only be made upon the furlough or order, but the transportation order should also be indorsed on the back substantially as follows: "The within transportation furnished under General Order —, and the proper officers duly notified. —, A. Q. M."

12th. When transportation is granted to persons not in the military service, full explanation therefor should be given.

13th. Orders for transportation should give the name of the party to be transported, or, if there are several, then of the officer or person in charge, and state the number of men to be transported.

Orders for "one man," "ten men," and the like, without designating any name, are improper.

14th. The receipts for transportation should be filled up in ink by the officer or person named in the order, before signing; and if he cannot write his name, there should be a witness to his mark.

Names and places should be written distinctly, in full, and not abbreviated.

15th. Duplicates of orders for passenger transportation should not be issued.

16th. When a requisition calls for transportation to any given point and return, the order should be issued to the place of destination, and the return transportation should be obtained at that point, provided it can there be procured.

17th. Upon the form of order now issued should be presented all the facts necessary to enable an auditing officer to decide as to the regularity or propriety of the order, so that it may be paid by any authorized disbursing officer.

18th. Erasures, interlineations, or alterations, if made against the interest of the government, should be explained on the order by the issuing or other competent officer; otherwise, the transportation should only be settled for in accordance with the order before change or modification.

19th. Transportation by water, being generally the cheapest, should be selected when consistent with the interests of the service. All transportation should be furnished by the shortest practicable route, unless a different route is indicated in the order which directs the movement. Where there are two or more competing routes, without material difference in distance or time, the business should be divided in equitable proportion between them; the distance for which compensation is made being estimated by the shortest practicable route.

20th. In no case is subsistence furnished by the Quartermaster's department.

21st. The good of the service requiring that railroads should obey the requisitions of officers properly authorized to demand transportation, in case compen-

sation is made by the government for illegal or unauthorized transportation so required, the officer making the requisition or issuing the order will be charged therewith; or, if not paid by the government, the railroad will be entitled to recourse upon such officer.

By order of the Quartermaster General:

LEWIS B. PARSONS,
Colonel, and Chief of Rail and River Transportation.

No. 30.

[General Order No. 18.]

QUARTERMASTER GENERAL'S OFFICE,
Washington, D. C., March 16, 1865.

Accounts for rail, river, and stage transportation will hereafter be paid only at the following named points, viz: Boston, New York, Philadelphia, Baltimore, Washington, Cincinnati, Louisville, Chicago, Detroit, St. Louis, St. Paul, Fort Leavenworth, Davenport, Nashville, and New Orleans.

The proper senior or department quartermaster will immediately assign an officer to this duty at each of the above-named points which may be within his jurisdiction, and will at once report the name of such officer to the Quartermaster General.

As a general rule, accounts for railroad transportation should be settled in the State where the service is rendered, or at the point most convenient to the same. All the accounts of any one rail or stage company should be settled by a single officer, unless special reasons exist to the contrary.

A monthly statement will be forwarded to this office, by the fifth day of each month, of all payments made during the previous month, (indorsed on the margin of the envelope "Rail and River Transportation.")

The statement for rail and stage companies and steamboats will be made up separately, and will show to what company or steamboat the accounts were paid. The statement for rail transportation will show the proportionate amount for each company, based upon the sub-vouchers or bill of charges.

M. C. MEIGS,
Quartermaster General, Brevet Major General.

No. 31.

[General Orders No. 29.]

QUARTERMASTER GENERAL'S OFFICE,
Washington City, May 9, 1865.

I. For the purpose of securing a uniform system in the transportation of public property, the annexed forms for requisitions and bills of lading will hereafter be adopted, and the accompanying instructions strictly observed.

No other forms will be used, except in cases of emergency, when the prescribed forms cannot be procured, and then the reasons for using others will be stated upon the same.

II. The bill of lading should state where the freight is to be paid, and if the transportation is by water, or under contract varying from government rates, the rates should be specifically stated in the bill of lading; otherwise it should state that payment is to be made at government rates. Bills of lading issued for shipments to be forwarded on boats belonging to or in the service of the

Quartermaster's department, or on railroads operated by the government, should state that *no payment will be made on the bills of lading*.

III. Officers ordering transportation of wagons, ambulances, cannon, caissons, gun-carriages, &c., &c., will be particular to state in the bill of lading whether they are to be transported whole or taken apart.

In shipments by rail, the number of animals, bales of hay and their weight, of pieces of lumber and measurement thereof, should be expressed in the bill of lading in numbers, in addition to the same in car-loads. The weight of different descriptions of goods must be given separately. When, in an invoice covering a variety of articles or a number of packages, the total weight only is expressed, the officer receiving the property must, in certifying to its correctness, write out the weight delivered in words as well as in figures.

IV. Erasures, interlineations, or alterations in bills of lading must be explained thereon by the issuing or other competent officer.

V. Officers making shipments will, at the time of shipping, furnish the carrier with the original bill of lading, which, upon the delivery of the property, will be receipted by the officer receiving the same, and returned to the carrier with such indorsement as may be necessary to insure settlement for the service.

The original bill of lading, receipted, alone will be received in settlement, and in no case will a second original bill of lading be issued for the same shipment.

VI. Duplicate and triplicate copies of the bill of lading will be promptly transmitted by mail to the consignee, and, upon the receipt of the property, the *duplicate* will be receipted and returned by mail to the officer making the shipment. The *triplicate* will be retained by the officer receiving the property. A copy, or quadruplicate, will be retained in book form by the consignor for his information.

VII. In the absence or failure of any officer to receipt for property consigned to him, the officer signing should make a full explanation over his signature, showing that he is duly authorized to receive and receipt for the same, and why the consignee does not receipt therefor. Agents or clerks are not authorized to receipt bills of lading.

VIII. Loss and damage to government property will be deducted in settlement from the voucher issued to the carrier, and officers receipting for property must indorse on the bill of lading the kinds of property lost or damaged, and its full value, including transportation. When the amount of the damage to property cannot be readily ascertained, the receiving officer should promptly call a board of survey on the same, and duly notify the carrier that he may, if he desires, be present with witnesses to protect his interest.

The bill of lading should not be signed until the amount of damage is decided upon by the report of the board of survey, when an indorsement of their decision should be made upon the bill of lading.

IX. Quartermasters will be governed in the settlement of claims for transfer and ferriage by existing instructions and decisions of the Quartermaster General.

X. Bills of lading for through shipments will only be settled with the last carrier entitled to payment. Quartermasters should exercise care that no second claim is presented by roads performing part of the through transportation. The last carrier will be held responsible for all loss or damage, and such loss or damage will be deducted in making settlement for the service.

XI. The distance by the shortest practicable route, whether over one or many roads, will govern the rate charged. Transportation by water, being generally the cheapest, should be used, when consistent with the interest of the service, and all transportation should be furnished by the shortest practicable route, unless a different one is designated in the order.

When transportation is specifically demanded by a proper officer by a longer route, the reason must be given in the bill of lading, and payment will be made

according to the length of the route designated, the officer being held to a strict accountability for his requisition.

XII. Quartermasters will be governed in the settlement of claims for transportation, by railroad, by the rates and classification of the circular of the Quartermaster General, dated May 1, 1862, and all transportation must be settled at the points designated in General Orders No. 18, Quartermaster General's Office, March 16, 1865.

By order of the Quartermaster General:

LEWIS B. PARSONS,
Brig. Gen. and Chief of Rail and River Transportation.

REQUISITION.

OFFICE ——— QUARTERMASTER U. S. A.,
————, ———, 186 .

The ——— and connecting lines will, without delay, furnish transportation for the public property specified below, from ——— to ———, the freight to be paid by ———, quartermaster U. S. A., at ———, at ——— rates.

————, Quartermaster U. S. A.

ORIGINAL BILL OF LADING.*

————, 186 .

Received from ———, United States army, the following articles of public property, as specified below, (contents and value unknown,) in apparent good order, to be forwarded to ——— by the ——— and connecting lines, there to be delivered in like good order and condition unto ———. Freight to be paid by the proper officer of the United States, at ——— rates, and on the *original bill of lading only*.

Marks.	Nos.	Packages, &c.	Contents.	Pds. weight.

* Duplicate and triplicate bills of lading to be copies of original, excepting the substitution of duplicate and triplicate on the face, and omitting the indorsements on the back of the triplicate; all printed in black ink.

1.

————, ———, 186 .

Received of the ——— the public property specified within, in good order and condition.
————, Quartermaster.

2.

I certify the within weight, ——— pounds, to be correct.
————, Quartermaster.

3.

The ——— has advanced charges, in amount ——— dollars ——— cents, on the public property specified within, as set forth in attached vouchers, which I certify to be correct, and not to have been paid by me.

————, Quartermaster.

No. 32.—*Accounts division section C.*

QUARTERMASTER GENERAL'S OFFICE,
Washington, D. C., October 31, 1865.

The following is a statement of the amounts paid Epifanio Aguirre during the months from July 1, 1864, to June 30, 1865, as taken from the money accounts of Major H. M. Enos for that period, viz:

1864.	July 23.	Voucher 15.	Transportation of army supplies to Los Pinos, N. M.	\$121 53
		Do 16.	do Fort Bascom.	423 63
		Do 17.	do Fort Sumner.	543 12
		Do 18.	do Fort Craig.	595 63
		Do 19.	do do.	3,350 04
	Aug. 18.	Do 5.	do	4,067 65
	Sept. 7.	Do 1.	do	1,349 16
		Do 2.	do	446 19
		Do 3.	do	242 88
	19.	Do 7.	do	277 46
		Do 8.	do	2,633 58
	Oct. 5.	Do 1.	do Fort Craig.	13,881 66
		Do 2.	do Las Cruces.	4,197 56
		Do 3.	do Fort Marcy.	805 40
	7.	Do 4.	do Las Cruces.	991 83
	20.	Do 11.	do Fort Stanton.	435 53
		Do 12.	do from Fort Craig to Las Cruces.	388 80
		Do 13.	do from Fort Union to Fort Sumner.	5,307 39
		Do 14.	do from Fort Union to Fort Craig.	4,737 92
	26.	Do 18.	do from Fort Union to Fort Bascom.	1,304 96
		Do 19.	do from Fort Union to Fort Craig.	15,871 34
		Do 20.	do from Ft. Union to Ft. Albuquerque.	1,456 41
		Do 21.	do from Fort Union to Los Pinos.	558 85
	Nov. 19.	Do 5.	do military supplies to Fort Sumner.	1,322 82
		Do 6.	do do do.	1,499 18
		Do 7.	do do Fort Stanton.	2,577 17
	24.	Do 9.	do do Los Pinos.	20 52
		Do 10.	do do Fort Marcy.	451 34
		Do 11.	do do do.	382 98
		Do 12.	do do Fort Bascom.	1,645 66
		Do 13.	do do Fort Sumner.	320 60
	Dec. 1.	Do 2.	do from Fort Union to Fort Craig.	2,086 94
		Do 3.	do do do.	3,235 43
		Do 4.	do do do.	3,379 34
		Do 5.	do do to Las Cruces.	3,741 48
		(Difference in distance allowed in former voucher and real distance.)		
		Voucher 6.	Transportation from Fort Union to Las Cruces.	401 46
		Do 7.	do do Fort Craig.	888 23
		Do 8.	do do do.	3,055 33
		Do 9.	do do do.	7,554 33
		Do 10.	do do Las Cruces.	7,035 17
		Do 11.	do do do.	3,341 57
		Do 12.	do do Fort McRae.	1,987 54
	1865. Jan. 5.	Do 1.	do do Fort Marcy.	1,143 70
		Do 2.	do do Fort Sumner.	5,586 99
	26.	Do 11.	do do do.	3,343 48
		Do 12.	do do Las Cruces.	1,357 97
		Do 13.	do do Fort Marcy.	985 09
		Do 14.	do do Fort Craig.	37 47
	No payments in February and March, 1865, to Epifanio Aguirre.			
	April 13.	Voucher 2.	Transportation from Fort Craig to Las Cruces.	80 28
		Do 3.	do do Union.	223 95
		Do 4.	do do to Franklin, Texas.	1,137 40
		Do 5.	do do to Fort Bascom.	1,774 70
	30.	Do 17.	do public do to Fort Craig.	137 24
		Do 18.	do do do do.	921 20

1865. May 23. Voucher 3. Transportation of army supplies from Las Cruces to		
Fort Sumner.....		\$9,674 06
June 20. Do.... 4.....do...to Franklin, Texas		2,311 48
Do.... 5.....do...from Santa Fé to various posts...		547 27
Total.....		<u>138,177 89</u>

BENJAMIN C. CARD,
Colonel, Quartermaster's Department, in charge of 9th Division.

No. 33.

QUARTERMASTER GENERAL'S OFFICE,
Washington, D. C., May 10, 1865.

GENERAL: A very large number of troops will be sent within the next twenty days from this vicinity to their respective States, to be there mustered out of service. The several railway companies should be advised to prepare for the movement.

Troops for the west and southwest will probably move by the Baltimore and Ohio railroad to the Ohio river, which will be used as far as possible for transportation by steamboat of troops destined for the country bordering on the Ohio, and for points south of the Ohio.

Troops for St. Louis, Missouri, and Kansas will probably go down the Ohio to Lawrenceburg, and then take the Ohio and Mississippi railroad west.

Troops for central Ohio, Indiana and Illinois will go by Bell Air, Columbus, Indianapolis, and so on west.

Troops for the northwest, by Harrisburg, Pittsburg, Chicago, or Cleveland, Lake Erie, and Detroit.

Troops for central Pennsylvania and New York, by the Northern Central railway, to Harrisburg and Elmira.

Troops for eastern New York, New Jersey, and New England, by Baltimore, Philadelphia, New York, Albany, or New Haven, Hartford, and Springfield.

The sound and river boats should be used wherever possible, as affording a relaxation and rest to the troops crowded in cars, and as being cheaper generally than railroad transportation.

Troops for the northeast will go by way of New York, and the most direct routes thence to their respective destinations.

It is important that in this movement, which will be large and continue for some time, every possible precaution to insure the safety and comfort of the men should be observed.

For this purpose you will put yourself in communication with the several railroad lines. You will insist upon the orders of this department, requiring cars used for transportation of troops to be carefully fitted up and provided with water and other necessary conveniences, being fully observed and enforced.

Halts of the trains at proper points, to enable the soldiers to attend to the calls of nature, should be arranged.

Proper stoppages for meals; in short, everything should be done to enable those soldiers who have survived the dangers of four years of warfare to reach their homes with the least inconvenience, fatigue, suffering, and danger.

A copy of memorandum of routes is with this. Orders for the movement will be given by the military commanders. It is desired that it be as rapid as is consistent with safety.

I have recommended that troops going north and northeast be marched to Baltimore, believing that the single railroad from this point to Baltimore will be

fully occupied with the movement of troops going west from the Relay House, and that for any large body of troops the quickest movement for forty miles will be made on foot.

I am, very respectfully, your obedient servant,

M. C. MEIGS,

Quartermaster General, Brevet Major General.

Brevet Brigadier General D. C. McCALLUM,

Director and General Manager of Military Railroads U. S.

Through Colonel PARSONS, *Division of R. and R. Transportation.*

QUARTERMASTER GENERAL'S OFFICE,

Washington, D. C., May 27, 1865.

GENERAL: The necessary general arrangements for the transportation of the troops of the armies of the Potomac and General Sherman to the points indicated by Circular 19, A. G. O., 1865, have been made.

In order, however, to avoid delay and confusion in this city, and insure prompt forwarding to destination, I request that the commanders of regiments, and larger commands, upon receiving orders to move, shall make their requisition at once upon Brigadier General Rucker, leaving their commands in camp until such time as, upon conference with General Rucker, shall be fixed for departure.

Five thousand (5,000) men for any one section of the country are as many as should go together; ten thousand (10,000) can go from here to Relay House per day if necessary.

It is requested that a list of the commands ordered to move may be each day, and as early as possible, furnished this office.

Very respectfully, your obedient servant,

M. C. MEIGS,

Quartermaster General, Brevet Major General.

Brigadier General E. D. TOWNSEND,

Assistant Adjutant General, Washington, D. C.

QUARTERMASTER GENERAL'S OFFICE,

Washington, D. C., May 27, 1865.

GENERAL: Enclosed are copies of General Order No. 94, and Circular No. 19, A. G. O., an estimate of troops to be mustered out of the armies of the Potomac and of General Sherman; also memoranda giving the routes to be taken by the troops of the several States to their points of destination respectively.

The troops will begin to move at once. Colonel Moulton, at Cincinnati, is prepared to provide river transportation from Parkersburg for those indicated to go by that route.

Please give him timely notice of movements thither as they occur, that he may have boats ready.

General Van Vliet, at New York, has been instructed to provide water transportation, where practicable, for forwarding from New York New England troops.

The troops of Michigan and Wisconsin will take boats at Cleveland for Detroit, and those for Wisconsin again at Grand Haven for Milwaukee.

The quartermaster at these points especially should receive timely notice of

departure of troops to go by those routes, and at all points on the lines of railroads where change of cars must be made, ample notice should be given to the quartermasters and railroad companies concerned, that they may be prepared to receive and forward the troops at once.

Very respectfully,

M. C. MEIGS,

Quartermaster General, Brevet Major General.

Brigadier General D. H. RUCKER,

Depot Quartermaster, Washington, D. C.

—
[Enclosures.]

Routes of troops returning home.

Troops of Missouri and Kansas: Baltimore and Ohio railroad to Bell Air, or Parkersburg, Ohio river to Lawrenceburg, Ohio and Mississippi railroad to St. Louis, thence rail to points of destination.

Troops of Kentucky, Tennessee, and northern Alabama: Baltimore and Ohio Railroad to Bell Air or Parkersburg, Ohio river to Covington and Louisville, and thence rail to destination.

Troops for Arkansas: Baltimore and Ohio railroad to Bell Air or Parkersburg, Ohio river, Memphis, Duvall's bluff, Little Rock.

Troops for middle and southern Illinois: Baltimore and Ohio railroad to Wheeling, Ohio river to Lawrenceburg, Ohio and Mississippi and Illinois Central railroads, or Indianapolis, Terre Haute and Lafayette, according to points of destination.

Troops for Nebraska: Baltimore and Ohio railroad to Bell Air or Parkersburg, Ohio river to Lawrenceburg, Ohio and Mississippi railroad to St. Louis, thence by river or rail according to circumstances.

Troops for Michigan: Baltimore, Harrisburg, Pittsburg, Cleveland, Lake Erie and Detroit.

Troops for northern Ohio and northern Indiana: Baltimore, Harrisburg, Pittsburg, Pittsburg Fort Wayne and Chicago railroad and connecting lines.

Troops for central Ohio: Baltimore and Ohio railroad, Bell Air, Columbus.

Troops for northern Illinois: Baltimore, Harrisburg, Pittsburg Fort Wayne and Chicago and connecting roads to points of destination.

Troops for Wisconsin: Baltimore, Harrisburg, Pittsburg, Cleveland, Lake Erie to Detroit, Grand Rapids, Milwaukee, and thence to different points of destination.

Troops for Iowa: Baltimore, Harrisburg, Pittsburg, Pittsburg Fort Wayne and Chicago railroad to Chicago, thence by rail to Prairie du Chien, Dubuque, Fulton, Burlington, Keokuk, thence to points of destination.

Troops for Minnesota: Baltimore, Harrisburg, Pittsburg, Pittsburg Fort Wayne and Chicago railroad to Chicago, thence by rail to nearest points of destination on the Mississippi river, thence by steamer.

Troops for Pennsylvania: Baltimore, Harrisburg, Pittsburg, or Baltimore and Philadelphia and connecting roads.

Troops for West Virginia: Baltimore and Ohio railroad.

Troops for New Jersey: Baltimore, Philadelphia and Trenton.

Troops for New York: Baltimore, Philadelphia, New York, Albany or Baltimore, Harrisburg and Elmira, to points of destination.

Troops for New England: Baltimore, Philadelphia, New York, thence by rail or water to points nearest their destination.

In case of delay for want of boats at Bell Air or Parkersburg, troops to be sent so far as necessary by rail, *via* Cincinnati.

A special officer to be detailed for Bell Air or Parkersburg. Quartermasters at other important points to be immediately advised of contemplated movements and instructed to make full preparation.

Troops for the north and east to march to Baltimore, thence take rail to Harrisburg or Philadelphia.

Troops for the Baltimore and Ohio railroad to take the cars at Alexandria and go through by rail to the Ohio river.

[General Orders No. 94.]

WAR DEPARTMENT, ADJUTANT GENERAL'S OFFICE,
Washington, May 15, 1865.

The following regulations are announced, and will be observed in discharging from service such volunteers as are hereafter to be mustered out *with their regimental or company organizations*:

I. Army corps, or *at least the divisions thereof*, will be kept *intact*, and *immediately upon receipt of an order directing any portion of the forces to be mustered out*, commanding generals of armies and departments will order the said troops (if not already thereat) to one of the following rendezvous, viz:

1. *Middle military division, and troops of other armies or departments arriving therein*.—Defences of Washington, D. C.; Harper's Ferry, Va.; and Cumberland, Md.

2. *Military division of the James*.—Richmond and Old Point Comfort, Va.

3. *Department of North Carolina*.—Newbern and Wilmington.

4. *Department of the south*.—Charleston, S. C., and Savannah, Ga.

5. *Military division west Mississippi*.—Mobile, Ala.; New Orleans, La.; and Vicksburg, Miss.

6. *Military division of the Missouri*.—Little Rock, Ark.; St. Louis, Mo.; and Fort Leavenworth, Kansas.

7. *Department of the Cumberland*.—Nashville, Knoxville and Memphis, Tenn.

8. *Department of Kentucky*.—Louisville.

9. *Middle department*.—Baltimore, Md.

Commanding generals of armies and departments are authorized to change the aforesaid places of rendezvous should the public interest so demand.

For the departments of the east, Pennsylvania, northern, northwest, New Mexico, and Pacific, such special orders will be given from the Adjutant General's office, relative to the troops therein serving, as may be demanded by circumstances, as the time for discharge is approached.

II. In case of one or more regiments of a division being mustered out—the division remaining in the field—said regiment, or regiments, will be mustered out at the place where found serving at the time, and then placed *en route* to the State, as hereinafter directed.

III. The Adjutant General of the army will designate places of rendezvous in the respective States, to which the regiments, after muster out, will be forwarded *for payment*.

IV. Upon arrival at the rendezvous where *the musters-out* are to take place, a critical examination of the regimental and company records, books, &c., will be made; and in case of omissions, the proper commanders will be made to supply them, and make all the entries as enjoined by the army regulations. At the same time the muster-out rolls will be commenced and prepared *in accord-*

ance with existing regulations, under the direction of the assistant commissaries of musters of divisions, superintended by the corps commissaries. Corps and department commanders will see that the work is pushed with energy and executed promptly, using to this end division and brigade commanders to superintend it, and their respective staff officers, to aid the mustering officers in collecting the data for the muster-out rolls and discharge papers, as well as the preparation of the same. In framing the rolls, particular care must be exercised in stating *balances of bounty payable*. (See General Orders No. 84, current series, from this office.)

V. So soon as the rolls of a regiment are completed, the said command, *with its arms, colors, and necessary equipage*, will be placed *en route* to its State, and to the rendezvous therein at or nearest which it was mustered in.

En route, and after arrival in the State, the following will be observed:

1. Immediately on arrival at the State rendezvous, the regiment will be reported to, and taken control of by, the chief mustering officer for the State, or his assistant at the point. The said officers will lend all needful assistance in their power to the paymasters, with the view to prompt payment of the troops.

2. The regimental officers will be held to a strict accountability for the discipline of their commands and preservation of public property.

3. The commissary of musters of the division to which the regiment belonged in the field will take possession of the copies of muster-out rolls intended for the field and staff, companies and paymaster, also the company and regimental records, with all surplus blank rolls, returns, discharges, &c., in possession of regimental and company commanders, or other officers, and after *boxing them up*, place them, *whilst en route*, under the special charge of a discreet and responsible officer of the regiment. *The sole duty of said officer will be to care for and preserve said rolls and records whilst en route*, and, on arrival at the State rendezvous *where payment is to be made*, to turn them over to the chief mustering officer, or his assistant at that place.

4. Paymasters will be designated by the pay department to meet regiments at the designated State rendezvous, and there make final payments, obtaining for that purpose the rolls from the mustering officer thereat.

5. Whilst troops are awaiting payment, supplies will be furnished by the respective supply departments, on the usual requisitions and returns, *counter-signed by the chief mustering officer or his assistant*.

6. Until after payment and the *final discharge* of the troops, the chief mustering officer will look to their being kept together and under discipline.

7. The chief mustering officer will, under regulations to be established by himself, take possession of and carefully preserve the regimental and company records, also the *colors* with the respective regiments, and hold them subject to orders from the Adjutant General of the army.

8. As soon as practicable after arrival at the State rendezvous, the chief mustering officer or his assistant will see that the arms and other public property brought to the State by the troops are turned over to the proper officer of the supply department thereat.

VI. In preparing the muster-out rolls, corps, department, division, and brigade commanders will hold *regimental officers to a strict accountability*, in order to insure accurate and complete records of the enlisted men, and the better to establish the just claims of the non-commissioned officers and privates who have been wounded, or of the representatives of those who have died from disease or wounds, or been killed in battle.

VII. Prior to the departure of regiments from the rendezvous where mustered out, all public property (except arms, colors, and equipage required *en*

route) will be turned over to, and cared for by, the proper officers of the supply departments concerned.

VIII. What is prescribed in the foregoing for a regiment will be applicable to a battery of artillery or an independent company.

IX. At the respective State rendezvous the following is ordered, viz :

1. The Paymaster General will be prepared to have a sufficient force of paymasters to insure prompt payments.

2. The Quartermaster General and Commissary General of Subsistence will be prepared to have a suitable number of officers of their respective bureaus to provide supplies, transportation, &c., and receipt for public property.

3. The Chief of Ordnance will arrange to have a suitable number of officers of his bureau to receive the arms, accoutrements, &c.

X. The attention of commanding generals of armies and departments is directed to the importance of regimental and company officers having their records so completed and arranged that, *at any time*, the muster-out rolls may be prepared without delay.

By order of the Secretary of War:

E. D. TOWNSEND,
Assistant Adjutant General.

[Circular No. 19.]

WAR DEPARTMENT, ADJUTANT GENERAL'S OFFICE,
Washington, May 16, 1865.

I. Under paragraph III, General Orders No. 94, May 15, current series, from this office, the following State rendezvous, to which troops mustered out will be forwarded for payment, are announced, viz :

Maine.—Augusta, Portland, and Bangor.

New Hampshire.—Concord and Manchester.

Vermont.—Montpelier, Brattleboro', and Burlington.

Massachusetts.—Boston, (Readville and Galloupe's island.)

Rhode Island.—Providence.

Connecticut.—Hartford and New Haven.

New York.—New York city, (Hart's island,) Albany, Elmira, Buffalo, Rochester, Syracuse, Sackett's Harbor, Plattsburg, and Ogdensburg.

New Jersey.—Trenton.

Pennsylvania.—Philadelphia, Harrisburg, and Pittsburg.

Delaware.—Wilmington.

Maryland.—Baltimore and Frederick.

West Virginia.—Wheeling.

Ohio.—Cincinnati, (Camp Dennison,) Cleveland, (Camp Cleveland,) Columbus, (Camp Chase and Tod barracks.)

Indiana.—Indianapolis.

Illinois.—Springfield and Chicago.

Michigan.—Detroit and Jackson.

Wisconsin.—Madison and Milwaukee.

Minnesota.—Fort Snelling.

Iowa.—Davenport and Clinton.

Kansas.—Lawrence and Leavenworth.

Missouri.—St. Louis, (Benton barracks.)

Kentucky.—Louisville, Lexington, and Covington.

II. When the muster-out of a regiment has been completed, and it is ready to start for the State, (see paragraph 5, General Orders No. 94, current series, Adjutant General's office,) the assistant commissary of musters for the division to which it belonged will immediately report (by telegram when practicable) to the Paymaster General of the army, Washington, D. C., its numerical designation, number of commissioned officers, number of enlisted men, and rendezvous in the State where ordered to for payment and final discharge.

By order of the Secretary of War:

E. D. TOWNSEND,
Assistant Adjutant General.

Estimate of troops in army of the Potomac (including 6th corps) and General Sherman's army, whose terms will expire prior to October 1, and now under orders for muster out.

States.	Number of 3-years regiments, 1862.	Strength.	Number of 3-years recruits, 1862.	Number of 1-year regiments, 1864.	Strength.	Number of 1-year recruits, 1864.	Aggregate.
Connecticut	2	800	200	1 bat. art	140	295	1,435
Delaware.....	2	800	50	.....	.....	300	1,150
Illinois.....	15	6,000	1,000	.....	.....	.....	7,000
Indiana.....	13	5,200	2,000	.....	.....	.....	7,200
Iowa.....	5	2,000	.....	.....	.....	.....	2,000
Maine.....	6	2,400	400	.....	.....	934	3,734
Maryland.....	2	800	500	.....	.....	400	1,700
Massachusetts.....	6	2,400	2,000	.....	.....	4,004	8,404
Michigan.....	9	3,600	1,000	.....	.....	1,500	6,100
Missouri.....	5	2,000	.....	.....	.....	.....	2,000
New Hampshire.....	2	800	200	1	500	1,045	2,545
New Jersey.....	5	2,000	300	2	1,200	4,378	7,878
New York.....	32	12,800	6,000	6	4,000	15,000	37,800
Ohio.....	11	4,400	1,000	.....	.....	.....	5,400
Pennsylvania.....	14	5,600	4,000	13	9,000	2,000	20,600
Rhode Island.....	1	400	300	.....	.....	141	841
Vermont.....	2	800	700	.....	.....	1,723	3,223
Wisconsin.....	7	2,800	500	.....	.....	.....	3,300
Totals.....	139	55,600	20,150	1 battery, 22 reg'ts.	14,840	31,720	122,310

RECAPITULATION.

139 3-year regiments of 1862, each regiment 400.....	55,600
3-year recruits 1862.....	20,150
22 1-year regiments 1864 and 1 battery.....	14,840
1-year recruits 1864.....	31,720
	<u>122,310</u>

WAR DEPARTMENT, Adjutant General's Office, May 18, 1865.

Exhibit of all volunteer troops, in the service of the United States, whose terms will expire prior to October 1, 1865, now under orders to be mustered out of service.

States.	Number of 3-years regiments, 1862.	Strength.	Number of 3-years recruits, 1862.	Number of 1-year regiments, 1864.	Strength.	Number of 1-year recruits, 1864.	Aggregate.
Connecticut	7	2,800	308	1 battery	140	155	3,403
Delaware	2	800	60	4 companies	240	314	1,414
Illinois	50	20,000	1,200	2	1,600	.....	22,800
Indiana	26	10,400	2,500	.....	.....	889	13,789
Iowa	15	6,000	15	.....	.....	339	6,354
Kansas	3	1,200	.....	.....	.....	4	1,204
Kentucky	2	800	700	.....	.....	44	1,544
Maine	5	2,000	451	4 companies	240	739	3,430
Maryland	4	1,600	618	.....	.....	909	3,127
Massachusetts	8	3,200	3,921	*16 companies	1,880	2,129	11,130
Michigan	10	4,000	1,400	.....	.....	2,864	8,264
Minnesota	5	2,000	726	1	600	1,247	4,573
Missouri	3	1,200	592	8	4,800	.....	6,592
New Hampshire	6	2,400	431	†8 companies	480	570	3,881
New Jersey	5	2,000	350	2	1,200	3,335	6,885
New York	42	16,800	9,000	6	4,000	18,173	47,973
Ohio	32	12,800	3,200	6	4,000	4,627	24,627
Pennsylvania	18	7,200	5,000	17	12,630	7,928	32,758
Rhode Island	1	400	500	1 company	60	81	1,041
Vermont	4	1,600	1,300	.....	.....	1,723	4,623
West Virginia	2	800	300	.....	.....	1,313	2,113
Wisconsin	7	2,800	1,000	4	2,600	2,017	8,417
Totals	257	102,800	33,572	{ 1 batt'y, 33 co.'s, } { 46 regiments. }	34,470	49,400	220,242

* 12 companies of artillery and 4 companies of infantry.

† 7 companies of artillery and 1 company of infantry.

NOTE.—This includes the army of the Potomac and General Sherman's army. The number from these two armies is 122,310. See estimate of May 18, 1865.

RECAPITULATION.

257 3-years regiments, 1862, each 400 men	102,800
3-years recruits, 1862	33,572
46 regiments, 33 companies, and 1 battery, 1-year men, 1864	34,470
1-year recruits, 1864	49,400
	<u>220,242</u>

WAR DEPARTMENT, *Adjutant General's Office*, May 30, 1865.

No. 34.

DIVISION OF REGULAR SUPPLIES, Q. M. GENERAL'S OFFICE,
Washington, D. C., October 16, 1865.

GENERAL: In compliance with instructions received from the Quartermaster General, per circular July 24, 1865, I have the honor to submit the following report.

I was appointed as chief of the division of regular supplies of the Quartermaster General's office, September 7, 1864, at which time I was on duty in the city of New York as purchasing officer of forage for the entire armies of the east, together with depots on the sea-coast as far south as Mobile, Alabama, and in part the depot of New Orleans.

The importance of prompt supplies to the armies and depots above alluded to was deemed sufficient to justify my remaining in New York until January 1, 1865, at which time I assumed personally the supervision of the business of this division.

From the date of my appointment as chief of this division, until January 1, 1865, Brevet Brigadier General Charles Thomas supervised the examination of contracts, and Colonel B. C. Card the examination of claims connected therewith.

Upon entering on duty in this office, I at once opened record-books of all existing contracts, carefully examining and entering all contracts made since, comparing prices therein with the market value of supplies at posts where the contracts were made, and directing the places at which contracts should be made, as the large demands upon certain markets rendered this necessary, to prevent holders of supplies from taking advantage of the wants of the government.

Records have been kept of the quantities delivered upon contracts from month to month, cancelling each contract at time of its expiration.

Daily reports have been required from the principal depots of supply, and weekly reports from all others, showing the quantities on hand, afloat to be received, and quantities due on contracts, keeping this office constantly informed relative to the state of supplies at all posts; enabling the Quartermaster General to prevent the accumulation of large supplies, when posts might be abandoned.

The establishing of purchasing and contracting depots at prominent points where supplies are produced, or large accumulations are thrown upon the market, has greatly concentrated the business of this division, and the withdrawal of so many purchasing officers, destroying the competition created by them when seeking supplies in the same market, has been of great advantage to the interests of the government.

Claims.

The records of this division show that from January 1, 1865, to date, there have been received 6,852 claims, which have been acted on as follows:

Settled 1,266 claims, amounting to.....	\$319,336 36
Rejected 1,379 claims, amounting to.....	552,623 95
Suspended awaiting evidence 541 claims, amounting to.....	428,649 07
Not acted on 3,666 claims, amounting to.....	1,248,842 37
Total 6,852 claims, amounting to.....	<u>2,549,451 75</u>

The examination of these claims, especially those presented under act of July 4, 1864, has been critical in relation to the following points:

1. As to the actual use by the army of stores for which payment is claimed.
2. As to the past and present loyalty of the claimants and witnesses.
3. Whether the signatures of the certifying officers were genuine.

After the above points have been considered, the claims have been generally referred to the provost marshals of the districts where the claimants reside, for all additional information which was thought auxiliary to a just decision in each case.

A very large number have been rejected on account of ascertained disloyalty of both claimants and witnesses.

The procurement of supplies for the fiscal year has been made principally by contract at all depots of supplies, except those procured in New York city, up to January 1, 1865, where the quantities required under the exigencies of the service were such as to render it necessary to purchase in open market.

Many purchases have been made by the officers in the field, to supply the demand on the march, of which this division has no information, nor can this information be obtained except by examination of all the official returns forwarded to the Quartermaster General.

The quantities of stationery purchased and used by the army it is impossible to obtain, as all contracts for the same show only the *prices of articles*, the *quantities* in all cases to be delivered as required. The official reports of officers receiving the stationery, which are too numerous for examination, are the only *data* by which it can be gained.

The schedule annexed shows the quantities of forage and fuel delivered on contract, in which the deliveries are specified, and purchases made in open market, not including those made by officers in the field, for the fiscal year ending June 30, 1865.

The contracts at all large purchasing depots have been made, in most cases, for quantities to be delivered as required, at prices named. The quantity received on this class of contracts cannot be ascertained from the contracts at present, but the aggregate must be much greater than that arrived at in schedule A.

The reason for making contracts of this kind was *the impossibility of knowing* what quantity would be required for the army, depending on the place of purchase, as well as *to prevent the accumulation of supplies* at posts which could be supplied to advantage from other points.

Since the close of the war this mode of contracting has been adopted almost entirely, to prevent the accumulation of supplies at posts which would soon be abandoned.

Very respectfully, your obedient servant,

S. L. BROWN,

Colonel, in charge regular supplies.

Major General M. C. MEIGS,

Quartermaster General U. S. A., Washington, D. C.

REGULAR SUPPLIES.

A.—Consolidated report of deliveries of forage and fuel on contracts, specifying quantities, purchases in open market reported, and official reports received at Quartermaster's department, for fiscal year ending June 30, 1865.

	Corn, bushels.	Oats, bushels.	Barley, bushels.	Hay, tons.	Straw, tons.	Feed, tons.	Fodder, tons.	Wood, cords.	Coal, tons.	Approximate valuation of articles.
Received on contracts specifying amount to be delivered...	4,681,247	9,979,829	33,311	296,675	3,196	.....	.....	225,796	176,889	Corn.....\$8,558,296
Purchased in open market	1,221,026	11,759,402	10,000	111,124	2,442	146	614	110,373	655,563	Oats.....23,794,930
Amounts reported received by officers for fiscal year ending June 30, 1865, not included in the above.....	.....	3,055,699	.....	.....	5,027	.....	.....	.....	.....	Barley.....64,967
										Hay.....13,049,568
										Straw.....213,300
										Feed.....219
										Fodder.....307
										Wood.....1,680,845
										Coal.....8,324,520
Total.....	5,902,273	23,794,930	43,311	407,799	10,665	146	614	336,169	832,452	55,686,952

No. 35.

DIVISION OF REGULAR SUPPLIES, Q. M. GENERAL'S OFFICE,
Washington, D. C., October 17, 1865.

GENERAL: In compliance with General Order No. 39, Quartermaster General's office, July 1, 1865, I have the honor to submit the following as my personal report for the year ending June 30, 1865:

My report for the fiscal year ending June 30, 1864, was transmitted to the Quartermaster General November 28, 1864.

At the commencement of the fiscal year of 1864-'65 I was on duty in the city of New York, under my commission as captain and assistant quartermaster, engaged in the purchase, procurement, and shipment of forage.

September 7, 1864, in accordance with the law of July 4, 1864, reorganizing the Quartermaster's department, I was assigned to duty in charge of the Fifth Division of the Quartermaster General's office, with the rank of colonel, to date from August 2, 1864.

September 8, 1864, Special Orders No. 298, A. G. O., directed that I should turn over my property and duties in New York city, under such instructions as might be given me by the Quartermaster General, and report in person to him, and enter upon my duties as chief of the Fifth Division of the Quartermaster General's office.

The fact that I was supplying forage for the entire armies of the east and the Atlantic and Gulf sea-coast depots, and the importance of keeping up the supply, in the opinion of the Quartermaster General, justified my remaining in New York and giving my personal attention to these shipments until January 1, 1865, at which time I reported in person to the Quartermaster General, and entered upon my duties as chief of the division of regular supplies of the Quartermaster General's office.

Preparatory to my departure from New York city, Captain E. D. Chapman, assistant quartermaster, was, by Special Order No. 395, A. G. O., November 12, 1865, directed to repair at once to New York city—this order relieving him from duty at St. Louis, Missouri—and relieve me from my duties as forage officer; and I was by the same order directed, on being relieved, to report to the Quartermaster General in person.

December 20, 1864, I turned over to Captain Chapman all the quartermasters' property for which I was responsible, and, as before stated, entered upon my duties in charge of the Fifth Division of the Quartermaster General's office, where I still remain.

The schedules "A," "C," "C C," "D," and "G," and the statement of public moneys called for by General Order No. 39, are hereto attached.

No clothing, camp, and garrison equipage having been in my possession during the fiscal year, the schedule "B" has not been prepared. Schedules "E" and "F," of property captured from the enemy, are not furnished, no such property having come under my control.

My entire business as forage officer has been conducted by myself personally, no officer having ever been detailed to assist me.

Very respectfully, your obedient servant,

S. L. BROWN,
Colonel, Quartermaster's Department.

True copy:

S. L. BROWN,
Brevet Brig. Gen'l, Quartermaster's Dep't.

Brevet Major General M. C. MEIGS,
Quartermaster General U. S. A., Washington, D. C.

No. 36.

Statement of public moneys for the fiscal year ending June 30, 1865.

On hand July 1, 1864.....	\$835,369 46
Received from officers during the year.....	260,719 52
Received from Treasury Department during the year.....	19,515,000 00
Received from sales of property and other sources during the year.....	30,462 32
Total.....	20,641,551 30

Expended during the year.....	\$19,544,351 44
Transferred to officers during the year.....	850,500 00
Remaining on hand June 30, 1865.....	246,699 86
Total.....	20,641,551 30

Balance on hand is deposited as follows, viz:	
United States treasury certificates.....	\$204,371 20
Cash.....	39,341 61
National Bank of Commerce.....	2,665 76
First National Bank of Washington, D. C.....	321 29
Total.....	246,699 86

I certify that the above statement is correct.

S. L. BROWN,
Colonel, Quartermaster's Department.

True copy:

S. L. BROWN,
Brevet, Brigadier General Quartermaster's Department.

No. 37.

C.—Statement of amount paid on account of rail, river, stage, and wagon transportation, by Colonel S. L. Brown, Quartermaster's department, during the fiscal year ending June 30, 1865.

Kind of transportation.	Passengers.				Freight.	Total.	Expenditures	Grand total.
	Officers and men.	Prisoners of war and other rebels.	Civilians.	Total.				
Railroads.....			\$1,883 10	\$1,883 10	\$248,774 76	\$250,657 86	\$1,624 58	\$252,282 44
Steamboats, barges, &c.....					1,910,090 64	1,910,090 64	9,710 00	1,919,800 64
Stages.....								
Wagons, &c.....					21,061 96	21,061 96	.....	21,061 96
								2,193,145 04

I certify that the above statement is correct.

A true copy:

S. L. BROWN,
Colonel, Quartermaster's Department.

S. L. BROWN,
Brevet Brigadier General, Quartermaster's Dep't.

No. 38.

CC.—Statement of amount paid on account of ocean and lake transportation by Colonel S. L. Brown, Quartermaster's department, during the fiscal year ending June 30, 1865.

Kind of transportation.	Passengers.				Freight.	Total.	Expenditures	Grand total.
	Officers and men.	Prisoners of war and other rebels.	Civilians.	Total.				
Ocean and lake.....					\$1,890,109 46	\$1,890,109 46	\$9,710 00	\$1,899,810 46
Total amount paid.....								1,899,810 46

I certify that the above statement is correct.

A true copy:

S. L. BROWN,
Colonel, Quartermaster's Department.

S. L. BROWN,
Brevet Brigadier General, Quartermaster's Dep't.

No. 39.

D.—Statement of all troops and stores transported by Col. S. L. Brown, Quartermaster's dep't, during the fiscal year ending June 30, 1865.

Kinds of transportation.	Passengers.						Animals.				Tons of C. S. stores.	Tons of quartermaster's stores.	Tons of ordnance stores.	Tons of medical stores.	Miscellaneous.	Total number of tons.
	Officers and men under orders.	Soldiers on furlough, cost to be charged.	Prisoners of war.	Civilians.	Total number of passengers.		Horses.	Mules.	Cattle.	Total No. animals.						
Not owned or run by government:																
Railroads.....				1,773	1,773		.....	.....	.....	.....	.....	81,503	.....	.....	.....	81,503
Steamboats, barges, &c.....												273,545.799	.....	.....	.....	273,545.799
Stages.....																
Wagons, &c.....												123,475.1,301	.....	.....	.....	123,475.1,301
Total not owned or run by government.....				1,773	1,773		.....	.....	.....	.....	.....	478,524	.....	.....	.....	478,524
Owued or run by government:																
Railroads.....																
Steamboats, barges, &c.....																
Total owned or run by government.....																
Grand total.....				1,173	1,173		.....	.....	.....	.....	.....	478,524	.....	.....	.....	478,524

I certify that the above statement is correct.

A true copy:

S. L. BROWN,
Colonel, Quartermaster's Department.
S. L. BROWN,
Brevet Brigadier General, Quartermaster's Department.

No. 40.—*Report of quantity and approximate valuation of forage shipped to armies on the James river during the winter of 1864-'65.*

Month.	Corn, bush-els.	Oats, bush-els.	Hay, tons.	Straw, tons.	Approximate valuation.
September, 1864 ..	76,087	1,237,972	9,641.12	410.9	\$1,877,336 92
October, 1864.....	166,902	505,156	5,515	452.18	1,048,234 77
November, 1864 ..	118,355½	540,645	5,341.13	139.17	964,261 00
December, 1864...	41,780	455,836	8,290.8	119.2	933,511 39
January, 1865....	21,259	736,586	5,084.6	76.4	1,154,628 03
February, 1865...	35,235	683,546	3,756.15	111.13	989,153 91
March, 1865.....	63,583	489,018	5,800	147.16	976,894 28
April, 1865.....	38,829	595,359	11,011.11	239	1,229,513 70
Total	562,030½	5,244,118	54,441.5	1,696.19	9,173,534 00

And 90,547 tons of coal, costing \$1,099,21

I certify that the above report is correct.

S. L. BROWN,
Colonel, in charge Div. Reg. Supplies.

QUARTERMASTER GENERAL'S OFFICE,
Washington, D. C., October 25, 1865.

No. 41.

Statement of the cost of transportation of grain delivered at stations on the plains by contractors, and the transportation being a part of the price.

From Fort Leavenworth to—	Distance from Fort Leavenworth.	Grain, Pounds.	Route No. 1. Cost of transportation per 100 lbs. per 100 miles.	Route No. 2. Cost of transportation per 100 lbs. per 100 miles.	Total cost.
Olathe	63	3,360,000	.....	\$2 05	\$43,394 40
Paoli	94	3,360,000	.....	2 05	64,747 20
Fort Scott.....	125	5,360,000	.....	2 05	137,600 00
Fort Zarah	252	996,800	.....	2 05	51,494 69
Fort Lyon.....	510	1,848,000	.....	2 05	193,208 40
Fort Larned	287	280,000	.....	2 05	16,473 80
Camp Fillmore	630	1,008,000	.....	2 05	190,183 20
					*\$697,101 69
Omaha		840,000	(†)	(†)	.....
Fort Kearney.....	286	1,120,000	\$2 26	.....	72,392 32
Cottonwood	376	1,120,000	2 26	.....	95,549 12
Julesburg	486	1,120,000	2 26	.....	123,016 32
Valley Station.....	526	1,120,000	2 26	.....	133,141 12
Collins	693	560,000	2 26	.....	87,706 08
Fort Laramie.....	620	2,520,000	2 26	.....	353,102 40
Fort Halleck	750	560,000	2 26	.....	94,915 00
Denver.....	683	8,120,000	2 26	.....	1,253,386 36
Canon city	698	336,000	.....	2 05	55,058 24
Camp Sanborn	†698	1,680,000	.....	2 05	240,391 20
Dakota city	†109	448,000	.....	2 05	10,010 56
Pawnee agency.....	†117	336,000	.....	2 05	8,058 96
Lawrence		840,000	(§)	(§)	.....
Total.....		36,932,800	.....	.....	3,223,829 37
					||2,526,727 68

* Route No. 2. † No transportation; corn delivered at \$26,250.

§ No transportation; corn delivered at \$29,700.

‡ Estimated distance.

|| Route No. 1.

A true exhibit.

S. L. BROWN,
Colonel, in charge 5th Division.

No. 42.

DIVISION OF REGULAR SUPPLIES, Q. M. GENERAL'S OFFICE,
Washington, D. C., October 30, 1865.

GENERAL: As requested in your circular of July 24, 1864, I have the honor to submit the following report of the operations of the Quartermaster's department in the procurement of regular supplies during the past four years of war:

To obtain a complete statement of the quantity of forage, fuel, and stationery purchased, it will be necessary to make an analysis of the returns of all officers of the Quartermaster's department, which cannot be done at present.

Reports have been received from some of the most prominent officers engaged in the purchase of forage and fuel.

The purchases of other officers by contract, where quantities to be delivered are stated, have been collected from the contracts on file.

The material thus obtained is collated in schedule "A," of which the following is a brief summary:

Corn, 22,816,271 bushels.....	\$29, 879, 314 01
Oats, 78,663,799 bushels	76, 362, 026 83
Hay, 1,518,621 tons.....	48, 595, 872 00
Straw, 21,276 tons	425, 520 00
Wood, 551,436 cords.....	2, 757, 180 00
Coal, 1,620,910 tons	13, 777, 735 00
Stationery, (approximate).....	2, 571, 200 00
Total cost.....	<u>174, 368, 847 84</u>

Although this is an immense quantity of supplies, it does not cover the full consumption, as many contracts, especially for straw, wood, and coal, call for deliveries "as required;" hence, quantities purchased under these contracts are not included in schedule "A," nor are the quantities of forage and fuel purchased on the march included.

The stationery purchased could not be ascertained, and nothing but its approximate cost is stated in the schedule.

To show the operations of a single depot, the reports of General D. H. Rucker, showing issues of the depot of Washington during the war, are enclosed, marked "B" and "C," from which it appears that the issues of that depot from May 1, 1861, to October 1, 1865, were: Corn, 241,633,972 pounds, or 4,314,892 bushels; oats, 924,273,963 pounds, or 28,883,500 bushels; mixed grain, 19,049,151 pounds, or 432,935 bushels; hay, 982,163,849 pounds, or 491,081 tons; straw, 30,681,907 pounds, or 15,349 tons; coal, 877,992,141 pounds, or 391,900 tons; wood, 209,846 cords.

Very respectfully, your obedient servant,

S. L. BROWN,
Colonel, in charge Regular Supplies.

Major General M. C. MEIGS,
Quartermaster General, Washington, D. C.

No. 43.

A.—Approximate statement of purchases of regular supplies during four years of war ending June 30, 1865.

Names of purchasing officers.	Corn.	Oats.	Hay.	Straw.	Wood.	Coal.
	<i>Bushels.</i>	<i>Bushels.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Cords.</i>	<i>Tons.</i>
Maj. Gen. D. H. Rucker . . .	1, 646, 486	10, 530, 482	226, 501	3, 864	134, 587	35 301
Maj. Gen. R. W. Allen	8, 864, 173	26, 234, 423	377, 518	.....	.....	.....
Brig. Gen. S. Van Vliet	96, 112	1, 732, 628	32, 074	.....	.....	158, 342
Col. S. L. Brown*	1, 750, 922	17, 929, 990	269, 814	6, 193	.....	.....
Col. James Belger	1, 229, 385	2, 815, 287	66, 063	2, 202	35, 317	59, 627
Captain E. D. Chapmant . . .	321, 086	3, 025, 457	31, 097	1, 280	.....	.....
Captain S. D. Burchard	191, 081	2, 023, 863	40, 634	1, 612	.....	.....
Captain C. W. Holt . . . . .	.....	201, 059	5, 004	.....	.....	.....
Cpts. McClung and Phelps, Cincinnati, O.	2, 084, 673	2, 388, 722	66, 846	.....	.....	.....
Col. W. W. McKim . . . . .	.....	.....	.....	.....	.....	838, 533
Captain James Brooks . . . .	.....	.....	.....	.....	.....	238, 193
Other officers, as per con- tracts on file in Q. M. G. O.	6, 632, 353	11, 781, 888	403, 070	6, 125	381, 532	290, 914
Total	22, 816, 271	78, 663, 799	1, 518, 621	21, 276	551, 436	1, 620, 910

Articles.	Approximate valuation.	
	Quantity.	Amount.
Corn bushels . .	22, 816, 271	\$29, 879, 314 01
Oats bushels . .	78, 663, 799	76, 362, 026 83
Hay tons	1, 518, 621	48, 595, 872 00
Straw tons	21, 276	425, 520 00
Wood cords	551, 436	2, 757, 180 00
Coal tons	1, 620, 910	13, 777, 735 00
Stationery, quantity unknown . . . . .	.....	2, 571, 200 00
Total . . . . .	.....	174, 368, 847 84

I certify that the above statement is correct.

S. L. BROWN,
Colonel, Quartermaster's Department.

* This does not include purchases made by Colonel Brown under General Rucker's orders.
This does not include purchases made by Chapman under General Allen's orders.

No. 44.—(B.)—*Summary statement of the amount of forage received, issued, and transferred at the depot of Washington since May 1, 1861.*

Station.	Names of officers.	RECEIVED.				
		Abstract D.				
		Corn.	Oats.	M'xd grain.	Hay.	Straw.
Washington, D. C.	Capt. E. L. Hartz, A. Q. M. . . . lbs.	2, 362, 880	11, 166, 354	.....	17, 642, 141	1, 059, 278
	Capt. A. J. Dana do . . . lbs.	.....	.....	.....	.....	.....
	Capt. J. M. Robinson do . . . lbs.	.....	.....	.....	.....	.....
	Capt. S. L. Brown do . . . lbs.	44, 461, 524	80, 978, 466	.....	127, 041, 522	3, 119, 883
	Capt. E. S. Allen do . . . lbs.	889, 896	27, 724, 384	.....	20, 843, 644	1, 885, 523
Alexandria, Va. . . .	Capt. S. B. Lauffer do . . . lbs.	.....	.....	.....	1, 636, 247	702, 711
	Capt. C. B. Ferguson do . . . lbs.	15, 204, 887	27, 101, 388	.....	46, 187, 230	462, 192
	Capt. W. Stoddard do . . . lbs.	20, 498, 258	167, 617, 644	10, 365, 320	217, 829, 822	460, 141
	Capt. J. G. C. Lee do . . . lbs.	.....	.....	.....	63, 660	.....
	Capt. T. G. Whytal do . . . lbs.	8, 785, 822	22, 387, 194	3, 709, 014	21, 758, 086	40, 000
	Capt. J. N. Buck do . . . lbs.	.....	.....	.....	.....	.....
		92, 203, 267	336, 975, 430	14, 074, 334	453, 002, 352	7, 729, 728

Station.	Names of officers.	RECEIVED.				
		Abstracts E and N.				
		Corn.	Oats.	M'xd grain.	Hay.	Straw.
Washington, D. C.	Capt. E. L. Hartz, A. Q. M. . . . lbs.	5, 296, 273	19, 963, 120	.....	25, 067, 955	1, 229, 553
	Capt. A. J. Dana do . . . lbs.	*47, 583, 867	*77, 757, 578	.....	*110, 408, 661	*4, 983, 018
	Capt. J. M. Robinson do . . . lbs.	.....	.....	.....	.....	.....
	Capt. S. L. Brown do . . . lbs.	11, 177, 749	14, 320, 999	.....	24, 362, 526	1, 574, 601
	Capt. E. S. Allen do . . . lbs.	41, 235, 407	212, 550, 942	1, 350, 933	148, 017, 617	7, 236, 192
Alexandria, Va. . . .	Capt. S. B. Lauffer do . . . lbs.	10, 153, 626	90, 241, 846	.....	97, 722, 649	3, 970, 782
	Capt. C. B. Ferguson do . . . lbs.	9, 126, 706	10, 112, 177	.....	9, 309, 641	49, 790
	Capt. W. Stoddard do . . . lbs.	6, 838, 686	10, 071, 056	.....	5, 268, 405	61, 516
	Capt. J. G. C. Lee do . . . lbs.	5, 834, 421	29, 274, 634	97, 657	29, 073, 406	498, 950
	Capt. T. G. Whytal do . . . lbs.	12, 479, 909	118, 978, 664	3, 526, 227	65, 115, 394	1, 702, 892
	Capt. J. N. Buck do . . . lbs.	1, 969, 132	28, 446, 361	.....	17, 849, 231	502, 778
		151, 695, 776	611, 717, 377	4, 974, 817	532, 195, 485	21, 810, 072

Station.	Names of officers.	ISSUED.				
		Abstracts G, H, L, and M.				
		Corn.	Oats.	M'xd grain.	Hay.	Straw.
Washington, D. C.	Capt. E. L. Hartz, A. Q. M. . . . lbs.	7, 659, 153	31, 129, 474	.....	42, 740, 096	2, 288, 831
	Capt. A. J. Dana do . . . lbs.	47, 583, 867	77, 757, 578	.....	110, 408, 661	4, 983, 018
	Capt. J. M. Robinson do . . . lbs.	.....	.....	.....	.....	.....
	Capt. S. L. Brown do . . . lbs.	57, 317, 155	96, 857, 127	.....	158, 125, 984	7, 220, 329
	Capt. E. S. Allen do . . . lbs.	42, 125, 303	239, 285, 326	1, 350, 933	168, 861, 261	9, 121, 715
Alexandria, Va. . . .	Capt. S. B. Lauffer do . . . lbs.	10, 118, 796	84, 388, 138	.....	96, 831, 754	3, 557, 323
	Capt. C. B. Ferguson do . . . lbs.	24, 331, 593	36, 893, 075	.....	55, 163, 613	516, 175
	Capt. W. Stoddard do . . . lbs.	27, 336, 944	177, 688, 700	10, 365, 320	223, 098, 227	521, 657
	Capt. J. G. C. Lee do . . . lbs.	5, 519, 870	25, 208, 105	97, 657	24, 233, 470	465, 558
	Capt. T. G. Whytal do . . . lbs.	18, 731, 316	133, 405, 307	7, 235, 241	86, 876, 030	1, 742, 892
	Capt. J. N. Buck do . . . lbs.	909, 975	21, 661, 133	.....	15, 824, 753	264, 409
		241, 633, 972	924, 273, 963	19, 049, 151	982, 163, 849	30, 681, 907

* Abstracts D, E, and N.

RECAPITULATION.

	Abstracts.	Corn.	Oats.	Mixed grain.	Hay.	Straw.
Received . . .	Abstract D lbs.	92, 203, 267	336, 975, 430	14, 074, 334	453, 002, 352	7, 729, 728
	Abstracts E and N lbs.	151, 695, 776	611, 717, 377	4, 974, 817	532, 195, 485	21, 810, 072
		243, 899, 043	948, 692, 807	19, 049, 151	985, 197, 837	29, 539, 800
Issued	Abstracts G, H, L, and M lbs.	241, 633, 972	924, 273, 963	19, 049, 151	982, 163, 849	30, 681, 907

I certify that the above statement is as correct a compilation as can be made from reports received at this office, and papers which are now accessible at the depot.

D. H. RUCKER,
Brevet Major General and Chief Quartermaster Depot of Washington.

No. 45.—(C.)—*Consolidated statement of the quantity of fuel received, issued, and transferred at the depot of Washington since May 1, 1861.*

Name of officer and station.	Received.				Issued and transfer'd.	
	Abstract D.		Abstracts E and N.		Abstracts F, L, & M.	
	Coal.	Wood.	Coal.	Wood.	Coal.	Wood.
	<i>Pounds.</i>	<i>Cords.</i>	<i>Pounds.</i>	<i>Cords.</i>	<i>Pounds.</i>	<i>Cords.</i>
Captain E. L. Hartz, A. Q. M., Washington, D. C.....	27, 551, 787	78, 031	204, 111, 902	52, 741	231, 663, 689	130, 772
Captain James M. Moore, A. Q. M., Washington, D. C.....	33, 151, 680	8, 150	80, 546, 510	7, 572	113, 698, 190	14, 722
Captain C. B. Ferguson, A. Q. M., Alexandria, Va.....	14, 230, 116	48, 406	167, 345, 949	8, 082	174, 408, 065	40, 400
Brevet Lieut. Col. J. G. C. Lee, A. Q. M., Alexandria, Va.....	2, 349, 330	.....	386, 239, 815	29, 679	358, 222, 197	23, 952
Total.....	77, 282, 913	134, 587	838, 244, 176	98, 074	877, 992, 141	209, 846

RECAPITULATION.

Abstracts.	Coal.	Wood.
Received—	<i>Pounds.</i>	<i>Cords.</i>
Abstract D.....	77, 282, 913	134, 587
Abstracts E and N.....	838, 244, 176	98, 074
Total	915, 527, 089	232, 661
Issued—		
Abstracts F, L, and M.....	877, 992, 141	209, 846

I certify that the above statement is as correct a compilation as can be made from reports received at this office, and papers which are now accessible at the depot.

D. H. RUCKER,
Brevet Major General and Chief Quartermaster, Depot of Washington.

No. 46.

QUARTERMASTER GENERAL'S OFFICE,
Washington, D. C., October 16, 1865.

GENERAL: In compliance with your circular of July 24, 1865, desiring reports of the operations of the several divisions of this office during the fiscal year ending 30th June, 1865, &c., I have the honor to report as to the Sixth Division:

That the most costly structures which have been erected by the Quartermaster's department during the period above mentioned were for hospital purposes. The most important are hospitals at Indianapolis, Indiana; Newark, New Jersey; Worcester, Massachusetts; Manchester, New Hampshire; Baltimore, Maryland; Nashville, Tennessee, and enlargement of hospital at Hilton Head, South Carolina.

Under provisions of General Order No. 24, Quartermaster General's office, April 29, 1865, construction and extension of all barracks, hospital, and other buildings ceased. But few special cases were reported in which continuance of work was ordered under paragraph VII of above-mentioned order.

With the reduction of the troops, hospitals, barracks, &c. were from time to time reported upon as vacant by the chief quartermasters of departments or by duly authorized inspectors. Recommendations to the Secretary of War for the sale of such public buildings as were no longer required for the service have been made, and, when authorized, the buildings have been sold at public sale after due notice by advertisement. I proposed to present a tabular statement of the original cost and of the amount received from the sales of public buildings erected

during the war, but at present this office does not possess the requisite data to prepare such a statement.

The attention of the chief quartermasters of military divisions has been called to the failure, on the part of some of their subordinates, to comply with the requirements of General Order No. 3, Quartermaster General's Office, 1864, and it is hoped that the material for a satisfactory and complete report of all hospitals, barracks, storehouses, &c., may soon be collected, from which an accurate statement of the number, cost, and proceeds of sale of such structures, as also of the amount of rents paid for buildings used for the public service, may be prepared. It was proposed to obtain this information, in part, from the investigations of the officers recommended to examine the accounts of officers of this department at the treasury.

The work connected with the consideration of claims and questions arising from the occupation of grounds and buildings for the purposes of the military service occupies the attention of my assistant, Brevet Colonel J. B. Howard, United States volunteers, and of four of the five clerks acting under my supervision. Since the organization of the Sixth Division, twenty-four hundred and seventy-nine claims of this character have been presented, amounting to \$1,587,181 47, of which seven hundred and fifty-one have been referred to the treasury, or to officers of this department, for settlement, amounting to \$183,452 30; ten hundred and fifty-four have been rejected, amounting to \$446,163 32; and claims (six hundred and seventy-four) to the amount of \$957,565 85 still await examination and final action.

Apart from the cost of construction and proceeds of sales of public buildings, the operations of this division can hardly be tabulated. The correspondence incident to its operations is extensive and varied, and the want of office room only prevents me from applying for, or employing on my own report of persons, several additional clerks for the more speedy disposition of current business.

The examination of reports of officers of this department relative to payment of commutation of fuel and quarters should, I think, be made in this division, as decisions on the validity of orders entitling officers to such allowance, together with the questions incident thereto, demand a special investigation.

A statement of the number of interments registered during the war, white and black, loyal and disloyal, so far as reports have been received at this office under General Order No. 40, Quartermaster General's Office, 1865, is respectfully submitted herewith.

Very respectfully, your obedient servant,

J. J. DANA,

Colonel, Quartermaster's Department U. S. A.

Brevet Major General M. C. MEIGS,

Quartermaster General United States Army.

[General Orders No. 40.]

QUARTERMASTER GENERAL'S OFFICE,

Washington, D. C., July 3, 1865.

Officers of the Quartermaster's department on duty in charge of the several principal posts will report to this office, without delay, the number of interments registered during the war, white and black, loyal and disloyal, to be separately enumerated.

All officers of the Quartermaster's department who have made interments on battle-fields during the war will report the number of the same, giving the localities, dates of battles, and dates of interments.

M. C. MEIGS,

Quartermaster General, Brevet Major General.

No. 47.—Statement of the number of interments registered during the war, white and black, loyal and disloyal, so far as reports have been received at this office, under General Orders No. 40, Quartermaster General's office, 1865.

States.	Reports to—	Report of interments to—	White.	Black.	Loyal.	Disloyal.	Refugees.	Contrabands.	Total.
Missouri	Sep. 14, 1865	Aug. 5, 1865	10,695	837	10,150	1,382	.....	627	12,159
Illinois	Sep. 4, 1865	Aug. 1, 1865	11,718	219	5,776	6,161	360	1,482	13,779
Indiana	Aug. 30, 1865	do.....	6,005	67	2,925	3,147	.....	.....	6,072
Ohio	Aug. 19, 1865	do.....	1,338	3	1,121	220	.....	.....	1,341
Michigan	Sep. 19, 1865	do.....	149	.....	149	.....	.....	.....	149
Pennsylvania	Aug. 15, 1865	do.....	355	.....	342	13	.....	.....	355
Massachusetts	do.....	do.....	238	43	281	.....	.....	.....	281
District of Columbia	July 31, 1865	July 19, 1865	12,347	5,620	17,493	474	.....	.....	17,967
Maryland	Aug. 16, 1865	July 26, 1865	5,555	250	5,576	229	10	.....	5,815
Kentucky	Aug. 15, 1865	Aug. 1, 1865	6,778	2,059	8,536	301	.....	.....	8,837
Louisiana	Aug. 29, 1865	do.....	7,441	5,786	12,951	276	.....	.....	13,227
New York	Aug. 7, 1865	do.....	3,140	71	3,000	211	.....	.....	3,211
Connecticut	July 28, 1865	June 30, 1865	222	64	285	1	.....	.....	286
Rhode Island	Aug. 9, 1865	Aug. 1, 1865	333	26	353	6	.....	.....	359
Virginia	July 27, 1865	July 1, 1865	3,803	308	4,075	36	35	59	4,205
South Carolina	Aug. 14, 1865	Aug. 1, 1865	649	681	1,325	5	.....	.....	1,330
Tennessee	Sep. 6, 1865	Aug. 14, 1865	10,025	186	10,077	134	195	1,957	12,363
<i>Reinterments.</i>									
Andersonville	Oct. 21, 1865	Oct., 1865	12,912	.....	12,912	.....	.....	.....	12,912
Spottsylvania	do.....	do.....	1,500	.....	1,500	.....	.....	.....	1,500
Wilderness	do.....	do.....	.....	.....	.....	.....	.....	.....	.....
Total .....	.....	.....	95,203	16,220	98,827	12,596	600	4,125	116,148

Total number of whites interred 95,803
 Total number of blacks interred 20,345

I certify that the foregoing is a correct abstract of reports received at this office under General Orders No. 40, Quartermaster General's office, 1865, and on special reports of Captain Moore.

J. J. DANA, Colonel, Q. M. D.

No. 48—Extract from annual report of Captain J. M. Moore, assistant quartermaster United States army, for the year ending June 30, 1865.

WASHINGTON, D. C.

The charge of the national cemeteries and burial of deceased soldiers and others dying in the service of the United States in hospitals in and about Washington is under the jurisdiction of this office, and is probably the most important of my specialties. It was deemed advisable, at the expiration of the burial contract, December 31, 1863, for the government to manufacture all the coffins required for interments in the national cemeteries, as well as those needed for shipment to distant points. The coffins now issued cost less than one-half the price paid by contract, and are far superior. The hearses used for transportation to the graves are covered ambulances, painted black, and are well suited for the purpose. The tablets or headboards are principally of white pine, with the exception of some four thousand of black walnut, purchased more than two years ago. They are painted in white and lettered in black, with the name, company, regiment, and date of death. I would here remark that unless tablets are painted before lettering, the wood will absorb the oil in the paint and the rain soon wash off the lead in the lettering.

By much pains and labor I have succeeded in preparing a mortuary record for future reference, giving a succinct history of the deceased, every page of which has been compared with the records of hospitals, and up to the present date believed to be the most reliable register of the dead extant. Information is daily furnished to numerous friends respecting deceased soldiers, and frequently before it can be obtained elsewhere, as the record is always kept up to date, no matter how great may be the mortality.

In accordance with Special Order No. 132, Headquarters Middle Military Di-

vision, Washington, D. C., June 7, 1865, I proceeded to the battle-fields of the Wilderness and Spottsylvania Court House, for the purpose of superintending the interments of the remains of Union soldiers yet unburied and marking their burial-places for future identification. This work was commenced on the 12th, and completed on the 24th of that month. Careful search was made over the above-mentioned battle-fields, and the remains of all soldiers, both Union and rebel, interred, and headboards, with name, rank, and regiment, placed at each grave, (with some exceptions in cases of rebels,) when it was possible to identify the deceased. The words "Unknown United States soldiers, killed May 10, 1864," on a neat tablet, mark the remains of our own soldiers that could not be identified.

On the battle-ground of the Wilderness two cemeteries are laid out, enclosed by a paling fence. Cemetery No. 1 is on the Orange Court House turnpike, about two miles from the Wilderness tavern, and contains the remains of one hundred and eight men. Cemetery No. 2 is on the Orange Court House plank road, about two and a half miles from the junction of the Orange Court House turnpike, and contains five hundred and thirty-four men. The sites are well adapted for the resting-places of those who fell in the vicinity, having been selected where the carnage appeared to be the greatest.

It was no unusual occurrence to observe the bones of our men close to the abatis of the enemy; and in one case several skeletons of our soldiers were found in their trenches. The bones of these men were gathered from the ground where they fell, having never been interred, and by exposure to the weather for more than a year all traces of their identity were entirely obliterated.

On the battle-field of Spottsylvania but few men were found unburied, many of them having been interred by a Mr. Sanford, who resides at Spottsylvania Court House, in compliance with an agreement to that effect with General Sherman while on his march to Washington city. Over seven hundred names were found in this battle-field, and tablets erected in memory of the deceased.

It was my intention to remove those partly buried to a suitable site for a cemetery, but the weather being exceedingly warm, and the unpleasant odor from decayed animal matter was so great as to make the removal impracticable. They were, however, carefully re-covered with earth and entirely hidden from view.

Hundreds of graves on these battle-fields are without any mark whatever to designate them, and so covered with foliage that the visitor will be unable to find the last resting-places of those who have fallen until the rains and snows of winter wash from the surface the light covering of earth and expose their remains.

The work on the cemetery in the vicinity of Old Soldiers' Home has been completed, the ground re-fenced; a neat and handsome lodge erected, a garden laid out, the graves sodded, the walks gravelled, and choice flowers and trees planted.

Great care and attention have also been paid to the Harmony Burial Ground, where all soldiers dying of infectious diseases, and contrabands, are interred.

The improvement of the national cemeteries has been a source of great gratification to all who visit them, and entirely dissipate the prevailing opinion of those living remote from Washington, that soldiers were irreverently or carelessly buried.

At Arlington Cemetery a new road has been made by levelling, in part, the hill on the south side of the mansion, by bridging small streams, and by grading and ditching from the mansion, where it commences, to the new lodge on the Alexandria road, where it ends. A large number of well-selected shade trees and choice flowers have been planted, the gardens on both sides of the mansion improved and re-fenced, and the graves sodded; indeed, the place so transformed as hardly to be recognized by persons who had previously visited it.

* * * * *

Number of deaths reported from August 1, 1864, to June 30, 1865.

Whites.....	3,435
Blacks.....	1,546
Grand total.....	<u>4,981</u>

In the month of—	Were reported.		Were buried.		Were examined.		Taken by friends.	
	Whites.	Blacks.	Whites.	Blacks.	Whites.	Blacks.	Whites.	Blacks.
August, 1864.....	627	227	512	226	1	.....	115	1
September.....	390	227	331	205	.....	.....	59	22
October.....	316	158	257	153	122	.....	59	5
November.....	224	117	177	104	94	.....	47	13
December.....	178	119	139	112	58	.....	39	7
January, 1865....	143	115	101	101	42	.....	42	14
February.....	179	138	147	126	21	.....	32	12
March.....	135	129	107	120	19	.....	28	9
April.....	474	109	390	97	43	.....	84	12
May.....	383	85	311	77	5	1	72	8
June.....	386	122	329	109	2	.....	57	12
Total.....	3,435	1,546	2,801	1,430	407	1	634	115

Maximum, August, 1864, reported:

Whites.....	33
Blacks.....	7

Total.....40

Minimum, December 25, 1864, reported:

Whites.....	1
Blacks.....	2

Total.....3

Buried, maximum:

Whites, August 8, 1864.....	24
Blacks, August 7, 1864.....	16

Buried, minimum:

Whites, October 29, 1864.....	2
Blacks, October 4, 1864.....	1

CONJUGAL CONDITION.

Single.....	1,855
Married.....	1,060
Widowers.....	14
Unknown, whites.....	506
Unknown, blacks.....	1,546
Grand total.....	<u>4,981</u>

AGES.

10 years.....	1	30 years.....	121	48 years.....	13
13 years.....	1	31 years.....	49	49 years.....	16
14 years.....	1	32 years.....	63	50 years.....	28
15 years.....	11	33 years.....	62	51 years.....	12
16 years.....	37	34 years.....	69	52 years.....	10
17 years.....	72	35 years.....	91	53 years.....	6
18 years.....	220	36 years.....	55	54 years.....	7
19 years.....	196	37 years.....	59	55 years.....	6
20 years.....	179	38 years.....	66	56 years.....	3
21 years.....	201	39 years.....	32	57 years.....	4
22 years.....	191	40 years.....	74	58 years.....	2
23 years.....	117	41 years.....	16	59 years.....	2
24 years.....	165	42 years.....	37	60 years.....	7
25 years.....	121	43 years.....	47	62 years.....	2
26 years.....	108	44 years.....	44	64 years.....	2
27 years.....	101	45 years.....	53	68 years.....	1
28 years.....	107	46 years.....	24		
29 years.....	78	47 years.....	16		

Ages known:		Ages unknown:	
Whites	3,007	Whites	428
Blacks .....	.....	Blacks	1,546
Total.....	3,007	Total.....	1,974
Grand total	4,981		

NATIVITIES.

United States.....	2,263	Sweden.....	5
England.....	71	Bavaria.....	2
Ireland.....	216	Canada.....	59
Scotland.....	20	Hanover.....	1
Wales.....	7	New Brunswick.....	7
New Wales.....	1	Mexico.....	1
France.....	22	British Provinces.....	1
Spain.....	2	British America.....	1
Germany.....	229	Baden.....	1
Russia.....	1	Nova Scotia.....	4
Prussia.....	9	West Indies.....	1
Norway.....	14	Italy.....	1
Switzerland.....	14	Hungary.....	1
Denmark.....	8	Cuba.....	1
Portugal.....	1	At sea.....	1
Holland.....	4	Contrabands.....	1,546
Saxony.....	1	Unknown (whites).....	476
Europe.....	2	Total.....	4,981

STATE OF ENLISTMENT OR DESCRIPTION OF SERVICE.

Maine.....	164	Ohio.....	191
New Hampshire.....	76	Iowa.....	14
Vermont.....	57	Indiana.....	55
Massachusetts.....	177	Illinois.....	20
Rhode Island.....	13	Wisconsin.....	86
Connecticut.....	38	Michigan.....	166
New York.....	944	United States.....	91
New Jersey.....	87	Quartermaster's department.....	99
Pennsylvania.....	618	Commissary department.....	5
Delaware.....	26	Ordnance department.....	1
Maryland.....	58	Hancock's corps.....	15
District of Columbia.....	5	Veteran Reserve corps.....	127
Virginia.....	74	Signal corps.....	2
North Carolina.....	48	Marine corps.....	1
South Carolina.....	14	Provisional cavalry.....	4
Georgia.....	29	Andrew's S. S.....	1
Florida.....	1	Hospital attendant.....	1
Alabama.....	16	Brigadier general.....	1
Mississippi.....	4	Citizens.....	2
Kentucky.....	6	Military R. R.....	1
Tennessee.....	8	Contrabands.....	1,546
Missouri.....	4	Unknown (whites).....	58
Minnesota.....	25	Total.....	4,981

CAUSES OF DEATH.

Aneurism.....	1	Abscess.....	8
Accidental.....	19	Anæmia.....	3
Acute consumption.....	1	Bronchitis, chronic, &c.....	30
Apoplexy.....	19	Bayonet wounds.....	2
Apoplexia serosa.....	1	Bilious colic.....	3
Anasarca.....	4	Bright's disease, (kidneys).....	3
Amputation.....	113	Cardiac disease.....	2
Ascites.....	6	Cerebritis.....	2
Asphyxia.....	3	Cerebral spinal meningitis.....	15
Astheria.....	10	Cerebral congestion.....	2
Assnoce.....	3	Chronic diarrhoea.....	437

CAUSES OF DEATH—Continued.

Chronic pleurisy	1	Fever, typhus	5
Chronic dysentery	18	Fever, scarlet	1
Chronic disease of heart	1	Fever, spotted	3
Chronic rheumatism	2	Gangrene	32
Congestion of lungs	7	Gastritis, acute, &c	7
Congestion of brain	6	Gastro enteritis	1
Congestive chills	4	Hemorrhage, &c	16
Concussion of brain	1	Hemorrhage of bowels	2
Contusio	3	Hanging	1
Compound fracture of leg	5	Hæmoptigia	2
Compound fracture of arm	1	Hepatitis	3
Compound fracture of femur	3	Hepatitis, acute, &c	1
Coup de soleil	4	Hepatic disease	2
Colligative diarrhœa	1	Hydrothorax	2
Convulsions	1	Hæmoptysis	6
Consumption	9	Hernia	1
Colic	2	Injuries	9
Cynanche	1	Ictus solus	1
Compression of brain	2	Inflammation of brain	14
Cholera	1	Inflammation of lungs	18
Cholera morbus	5	Inflammation of bowels	9
Chorea	1	Inflammation of windpipe	1
Drowned	14	Inflammation of liver	2
Dextral hydrocele	1	Icerus	2
Diarrhœa, acute, &c	100	Icturus	1
Debility, general, &c	25	Intersusceptis	2
Diphtheria	13	Idropathic abscess of thigh	1
Dysentery, acute, &c	63	Inebriation	2
Diarrhœa, hemorrhoid	1	Jaundice	7
Dropsy	3	Killed in battle	2
Dropsy of heart	13	Kicked by mule	1
Dyspepsia	3	Laryngitis	3
Delirium tremens	6	Laryngitis cynanche	1
Epilepsy	2	Lightning	3
Enterites gastro, &c	8	Lumbar abscess	1
Exhaustion	195	Murdered	6
Erysipelas	38	Measles	9
Endocardites	4	Marasmus	1
Empyœmia	1	Meningitis	6
Exposure and drink	2	Mucus dysentery	1
Exposure and diarrhœa	1	Nostalgia	2
Exposure and typhoid fever	1	Nephritis	3
Encephalites	1	Œdœma of glottis	1
Effects of bad whiskey	1	Organic disease of heart	1
Exsection head of femur	1	Obstruction of triscuspid valves	1
Exastication (R) humerus	1	Œsophagismus	1
Emacination	1	Pyæmia	80
Effusion	1	Pneumonia, double, &c	187
Fractures	11	Prostration	1
Fracture of femur	1	Pulmonary congestion	3
Fracture of skull	2	Pulmonalis	1
Frozen feet	2	Phthisis pulmonalis	63
Found dead	1	Phthisis pulmonalis	14
Fever	15	Peritonitis	9
Fever, bilious	6	Pericarditis	6
Fever, remittent	4	Pleuro pneumonia	11
Fever, brain	1	Purpura	1
Fever, typhoid	502	Paralysis	1
Fever, typhoid malarial	59	Pleurisy	9
Fever, typhoid remittent	1	Paraphegia	2
Fever fraumatic	3	Poisoned	5
Fever, intermittent	11	Pleuritis	2
Fever, remittent	25	Partial paralysis	1
Fever, congestive intermittent	1	Phlegmanous erysipelas	2
Fever, continued	4	Pelvic abscess	1
Fever, malarial	2	Perpotation of bowels	1
Fever, congestive	14	Phlebitis	1
Fever, enteric	6	Periosties, chronic	1

CAUSES OF DEATH—Continued.

Pistol shot.....	1	Shot by citizen.....	1
Resection.....	2	Typhoid pneumonia.....	29
Resection of humerus.....	1	Typhoid diarrhoea.....	1
Rheumatism, acute, &c.....	7	Tuberculosis.....	3
Rubicola.....	23	Tenatus.....	2
Rupture.....	3	Tenatus traumatic.....	1
Suicide.....	5	Tebes mesenterica.....	2
Softening of brain.....	2	Tonsilitis.....	1
Stabbed.....	2	Unknown contrabands.....	1,546
Syphilis.....	3	Ulcers.....	2
Shell wounds.....	7	Ulceration of bowels.....	1
Scorbutus.....	1	Variola.....	14
Scrofula.....	1	Variola descrita.....	1
Scurvy.....	1	Variola confluenta.....	18
Sun stroke.....	2	Variola glossites.....	1
Syncope.....	1	Variola nigra.....	2
Spinal meningitis.....	1	Vulvula, disease of heart.....	2
Scarlatina.....	1	Vulnus selopt.....	708
Scarlatina anguinosa.....	1	Wounds.....	6
Scarlatina maligna.....	1	Wound of head.....	2
Strangulated hernia.....	1	Wound of flesh.....	2
Sciatica.....	1		

PLACES OF DEATH.

Armory hospital.....	455	Home Sanitary commission.....	10
Angus hospital.....	25	Judiciary hospital.....	169
Butterfield hospital.....	3	Kalorama hospital.....	42
Columbian hospital.....	68	Lincoln hospital.....	476
Carver hospital.....	234	Lincoln barracks.....	2
Campbell hospital.....	143	Mount Pleasant hospital.....	207
Camp Stoneman hospital.....	14	Old Capitol prison.....	12
Camp Barry hospital.....	18	On furlough.....	17
Capitol Hill barracks.....	6	Potomac river.....	10
Cliffbourne barracks.....	6	Quartermaster hospital.....	76
Douglas hospital.....	182	Ricoid hospital.....	3
Emory hospital.....	174	Regimental hospital.....	195
Engineer depot.....	38	Stanton hospital.....	80
Finley hospital.....	116	Stone hospital.....	23
Fry barracks.....	11	Sherburn barracks.....	5
F street barracks.....	2	Soldiers' rest.....	3
Forts.....	129	Seminary hospital.....	7
Field hospitals.....	27	Wisewell barracks.....	2
Geisboro' hospital.....	58	Washington and D. C.....	101
Harewood hospital.....	286	Contrabands.....	1,546
		Total.....	4,981

True copy.

JOHN V. FUREY.
Captain and Assistant Quartermaster.

ASSISTANT QUARTERMASTER'S OFFICE,
Depot of Washington, Washington, D. C., July 1, 1865.

GENERAL: In accordance with Special Orders No. 132, Headquarters Middle Military Division, Washington, D. C., June 7, 1865, I have the honor to report as follows:

On the evening of June 8 I left Washington, D. C., for Belle Plain, where I joined Colonel Bird, of the 1st regiment 1st army corps, and proceeded to the battle-fields of the Wilderness and Spottsylvania Court House for the purpose

of superintending the interments of the remains of Union soldiers yet unburied, and marking their burial-places for future identification.

This work was commenced on the 12th, and completed on the 24th of that month. Careful search was made over the above-mentioned battle-fields, and the remains of all soldiers, both Union and rebel, interred, and headboards, with name, rank, and regiment, placed at each grave (with some exceptions in cases of rebels) when it was possible to identify the deceased. The words "Unknown United States soldiers, killed May 10, 1864," on a neat tablet, mark the remains of our own soldiers that could not be identified.

On the battle-ground of the Wilderness two cemeteries were laid out, enclosed by a paling fence. Cemetery No. 1 is on the Orange Court House turnpike, about two miles from the Wilderness tavern, and contains the remains of one hundred and eight men. Cemetery No. 2 is on the Orange Court House plank road, about two and a half miles from the junction of the Orange Court House turnpike, and contains the remains of five hundred and thirty-four men.

The sites are well adapted for the resting-place of those who fell in the vicinity, having been selected where the scenes of carnage appeared to be the greatest. It was no unusual occurrence to observe the bones of our men close to the abatis of the enemy; and in one case several skeletons of our soldiers were found in their trenches. The bones of these men were gathered from the ground where they fell, having never been interred, and by exposure to the weather for more than a year all traces of their identity were entirely obliterated.

On the battle-field of Spottsylvania but few men were found unburied, many of them having been interred by a Mr. Sandford, who resides at Spottsylvania Court House, in compliance with an agreement to that effect with General Sherman while on his march to Washington city. Over seven hundred names were found on this battle-field, and tablets erected in memory of the deceased.

It was my intention to remove those partly buried to a suitable site for a cemetery; but the weather being exceedingly warm, and the unpleasant odor from decayed animal matter so great as to make the removal impracticable. They were, however, carefully re-covered with earth and entirely hidden from view.

Hundreds of graves on these battle-fields are without any marks whatever to distinguish them, and so covered with foliage that the visitor will be unable to find the last resting-places of those who have fallen until the rains and snows of winter wash from the surface the light covering of earth and expose their remains.

The accompanying list embraces the names of officers and men to whose graves headboards have been erected.

I am, general, very respectfully, your obedient servant,

JAS. M. MOORE,

Captain and Assistant Quartermaster United States Army.

Brevet Major General M. C. MEIGS,

Quartermaster General U. S. A., Washington, D. C.

Graves of Union prisoners at Andersonville.—Report of Captain Moore.

WASHINGTON, Wednesday, October 18, 1865.

The following report of Captain J. M. Moore, assistant quartermaster, who was sent to Andersonville, Ga., to mark the graves of Union prisoners for future identification, contains valuable information, in which the people are interested, and will, doubtless, be appreciated by the relatives and friends of those who have given their lives to their country:

ASSISTANT QUARTERMASTER'S OFFICE,
Department of Washington, Washington, D. C., September 20, 1865.

GENERAL: In accordance with Special Orders No. 19, Quartermaster General's office, dated June 30, 1865, directing me to proceed to Andersonville, Ga., for the purpose of marking the graves of Union soldiers for future identification, and enclosing the cemetery, I have the honor to report as follows:

I left Washington on the 8th of July last, with mechanics and materials, for the purpose above mentioned.

On my arrival at Savannah I ascertained that there was no railroad communication whatever to Andersonville, the direct road to Macon being broken and that from Augusta *via* Atlanta also in the same condition. I endeavored to procure wagon transportation, but was informed by the general commanding the department of Georgia that a sufficient number of teams could not be had in the State to haul one-half of my stores, and as the roads were bad and the distance more than 400 miles, I abandoned all idea of attempting a route through a country difficult and tedious under more propitious circumstances.

The prospect of reaching Andersonville at this time was by no means favorable, and nearly one week had elapsed since my arrival at Savannah. I had telegraphed to Augusta, Atlanta and Macon almost daily, and received replies that the railroads were not yet completed.

At length, on the morning of the 18th of July, the gratifying telegram from Augusta was received announcing the completion of the Augusta and Macon road to Atlanta, when I at once determined to procure a boat and proceed to Augusta by the Savannah river. The desired boat was secured, and in 24 hours after the receipt of the telegram alluded to was on my way with men and material for Augusta. On my arrival there I found the railroad completed to Macon, and that from Macon to Andersonville having never been broken, experienced little difficulty in reaching my destination, where I arrived July 25, after a tiresome trip, occupying six days and nights.

At Macon, Major General Wilson detailed one company of the fourth United States cavalry and one from the 137th regiment United States colored troops to assist me. A member of the former company was killed on the 5th of August, at a station named Montezuma, on the Southwestern railroad.

The rolling stock of all the roads over which I travelled is in a miserable condition, and very seldom a greater rate of speed was obtained than twelve miles an hour. At the different stations along the route the object of the expedition was well known, and not unfrequently men, wearing the garb of rebel soldiers, would enter the cars and discuss the treatment of our prisoners at Andersonville, all of whom candidly admitted it was shameful, and a blot on the escutcheon of the south that years would not efface.

While encamped at Andersonville I was daily visited by men from the surrounding country, and had an opportunity of gleaning their feelings toward the government, and, with hardly an exception, found those who had been in the rebel army penitent and more kindly disposed than those who have never taken a part, and anxious to again become citizens of the government which they fought so hard to destroy.

On the morning of the 26th of July the work of identifying the graves, painting and lettering the headboards, laying out the walks, and enclosing the cemetery was commenced, and on the evening of August 16 was completed, with the exceptions hereafter mentioned.

The dead were found buried in trenches, on a site selected by the rebels, about 300 yards from the stockade. The trenches were from two to three feet below the surface, and in several instances, where the rains had washed away the earth, but a few inches. Additional earth was, however, thrown on the graves, making them of a still greater depth.

So close were they buried, without coffins or the ordinary clothing to cover their nakedness, that not more than 12 inches was allowed to each man; indeed, the little tablets marking their resting-place, measuring hardly 10 inches in width, almost touching each other.

United States soldiers, while prisoners at Andersonville, had been detailed to inter their companions, and by a simple stake at the head of each grave, which bore a number corresponding with a similar-numbered name upon the Andersonville hospital record, I was enabled to identify and mark with a neat tablet, similar to those in the cemeteries at Washington, the number, name, rank, regiment, &c., and date of death, of 12,461 graves, there being but 451 which bore the inscription "Unknown United States soldiers."

One hundred and twenty thousand feet of pine lumber was used in these tablets alone.

The cemetery contains 50 acres, and has been divided by one main avenue, running through the centre and subdivided into blocks and sections in such a manner that, with the aid of the record, which I am now having copied for the superintendent, the visitors will experience no difficulty in finding any grave.

A force of men is now engaged in laying out walks and clearing the cemetery of stumps, preparatory to planting trees and flowers.

I have already commenced the manufacture of brick, and will have a sufficient number by the 1st of October to pave the numerous gutters throughout the cemetery, the clay in the vicinity of the stockade being well adapted for the purpose of brick-making.

Appropriate inscriptions are placed through the ground, and I have endeavored, as far as my facilities would permit, to transfer this wide, unmarked and un-honored graveyard into a fit place of interment for the nation's gallant dead.

At the entrance the words "National Cemetery, Andersonville, Ga.," designate the city of the dead.

On the morning of the 17th of August, at sunrise, the stars and stripes were hoisted in the centre of the cemetery, when a national salute was fired, and several national songs sung by those present.

The men who accompanied me, and to whom I am indebted for the early completion of my mission, worked zealously and faithfully from early in the morning until late at night, although suffering intensely from the effects of heat. Unacclimated as they were, one after another was taken sick with the fever incident to the country, and in a brief period my force of mechanics was considerably lessened, obliging me to obtain others from the residents in different parts of the State. All my men, however, recovered, with the exception of Mr. Eddy Watts, a letterer, who died on the 16th of July of typhoid fever, after a sickness of three weeks. I brought his body back with me and delivered it to his family in this city.

Several of the United States cavalry, detailed by General Wilson, died of the same fever shortly after joining their command at Macon.

Andersonville is situated on the Southwestern railroad, 60 miles from Macon. There is but one house in the place, except those erected by the so-called confederate government as hospitals, officers' quarters and commissary and quartermaster's buildings. It was formerly known as Anderson, but since the war the "ville" has been added.

The country is covered mostly with pines and hemlocks, and the soil is sandy, sterile and unfit for cultivation, and unlike the section of country a few miles north and south of the place, where the soil is well adapted for agricultural purposes. Cotton as well as corn is extensively raised.

It is said to be the most unhealthy part of Georgia, and was probably selected as a depot for prisoners on account of this fact. At mid-day the thermometer in the shade reaches frequently 110°, and in the sun the heat is almost unbearable.

The inhabitants of this sparsely settled locality are, with few exceptions, of the most ignorant class, and from their haggard and sallow faces the effects of chills and fever are distinctly visible.

The noted prison pen is 1,540 feet long and 750 feet wide, and contains 27 acres. The dead-line is 17 feet from the stockade, and the sentry boxes are 30 yards apart. The inside stockade is 18 feet high, the outer one 12 feet high, and the distance between the two is 120 feet.

Nothing has been destroyed. As our exhausted, emaciated, and enfeebled soldiers left it, so it stands to-day, as a monument to an inhumanity unparalleled in the annals of war.

How men could survive as well as they did in this pen, exposed to the rays of an almost tropical sun by day and drenching dews by night, without the slightest covering, is wonderful.

The ground is filled with the holes where they had burrowed in their efforts to shield themselves from the weather, and many a poor fellow, in endeavoring to protect himself in this manner, was smothered to death by the earth falling in upon him.

A very worthy man has been appointed superintendent of the grounds and cemetery, with instruction to allow no buildings or structures of whatever nature to be destroyed, particularly the stockade surrounding the prison pen.

The stories told of the sufferings of our men, while prisoners here, have been substantiated by hundreds, and the skeptic who will visit Andersonville even now, and examine the stockade, with its oozy sand, the cramped and wretched burrows, the dead-line and the slaughter-house, must be a callous observer indeed if he is not convinced that the miseries depicted at this prison pen are no exaggerations.

I have the honor to be, general, your obedient servant,

JAMES M. MOORE,

Captain and Assistant Quartermaster U. S. A.

Brevet Major General M. C. MEIGS,

Quartermaster General U. S. A., Washington, D. C.

No. 49.

QUARTERMASTER GENERAL'S OFFICE, SEVENTH DIVISION,

Washington, D. C., October 12, 1865.

GENERAL: I have the honor to submit, herewith, a report of the wagons, ambulances, carts, harness, &c., pertaining to the United States Quartermaster's department, purchased, captured, lost, and expended during the fiscal years ending on the 30th of June, 1864, and 30th of June, 1865, so far as shown by the reports received at this office up to the present date.

I am, general, very respectfully, your obedient servant,

BENJ. C. CARD,

Colonel, Quartermaster's Department, in charge of Division.

Brevet Major General M. C. MEIGS,

Quartermaster General U. S. Army.

Report of wagons, ambulances, carts, harness, &c., pertaining to the United States Quartermaster's Department, purchased, captured, lost, and expended, during the fiscal years ending on the 30th of June, 1864, and the 30th of June, 1865, as shown by reports received at the Quartermaster General's office up to the 12th of October, 1865.

I. Fiscal year commencing July 1, 1863, and ending June 30, 1864.

How rec'd or expended.	Number of army wagons.	Number of two-horse wagons.	Number of spring wagons.	Number of irregular wagons.	Number of ambulances.	Number of carts.	Number of carriages.	Number of wheel harness.	Number of lead harness.	Number of irregular harness.	Number of artillery harness.	Number of cart harness.	Number of traveling harness.	Number of portable harness.
Purchased	13,989	156	66	338	1,229	1,279	1	58,144	87,480	5,255	335	1,702	60	824
Captured, &c.	1,347	81	71	42	468	245	6	6,661	6,956	797	119	406	3	73
Expended, lost, and sold.	2,021	154	106	91	277	96	5	17,907	16,732	3,453	393	133	3	229

II. Fiscal year commencing July 1, 1864, and ending June 30, 1865.

How rec'd or expended.	Number of army wagons.	Number of two-horse wagons.	Number of spring wagons.	Number of irregular wagons.	Number of ambulances.	Number of carts.	Number of carriages.	Number of wheel harness.	Number of lead harness.	Number of irregular harness.	Number of artillery harness.	Number of cart harness.	Number of traveling harness.	Number of portable harness.
Purchased	4,524	24	127	27	1,436	247	.....	13,215	18,961	2,588	4	325	34	890
Fabricated	322	54	32	35	.....	79	.....	14,152	20,767	929	34	173	.....	.....
Captured, &c.	1,135	126	20	318	174	108	.....	6,228	7,770	867	65	.....	.....	46
Expended, lost, and sold.	1,351	516	83	261	679	97	.....	18,325	23,254	1,583	.....	.....	12	432

No. 50.

QUARTERMASTER GENERAL'S OFFICE, SEVENTH DIVISION,
Washington, D. C., October 12, 1865.

GENERAL: I have the honor to submit herewith a statement of the number and amount of claims received, acted upon, and remaining on file in the 7th division of this office, during the fiscal year ending June 30, 1865, and also from July 1, 1865, to October 10, 1865:

	No.	Amount presented.	No.	Amount approved.	No.	Amount rejected.	No.	Am't on file for further action.
Fiscal year ending June 30, 1865 ..	9,211	\$2,059,939 50	3410	\$1,172,327 22	4778	\$817,525 87	1023	\$70,086 41
From July 1, to October 10, 1865	2,283	256,422 23	927	67,545 01	1089	132,929 79	267	55,947 23
Total	11,494	2,316,361 53	4337	1,239,872 23	5867	950,455 66	1290	126,033 64

Very respectfully, your obedient servant,

BENJ. C. CARD,

Colonel, Quartermaster's Department, in charge of division.

Brevet Major General M. C. MEIGS,

Quartermaster General U. S. Army.

No. 51.

[Special Orders No. 44.]

HEADQUARTERS ARMIES OF THE UNITED STATES,
City Point, Virginia, June 28, 1864.

I. The following orders, prescribing the means of transportation, camp and garrison equipage, for the armies in the field operating against Richmond, are published:

1. For the headquarters of the lieutenant general commanding the armies of the United States in the field, and major generals commanding separate armies, such wagons, light spring-carriages, saddle-horses, and camp equipage as may be deemed necessary from time to time, to be assigned by the chief quartermaster at general headquarters.

2. For the headquarters of an army corps, two wagons or eight pack-mules for baggage, &c., one two-horse wagon, one two-horse spring-wagon, and ten extra saddle-horses for contingent wants; two wall tents for the personal use and office of the commanding general; one wall tent for every two officers of his staff.

3. For the headquarters of a division, one wagon or five pack-mules for baggage, &c., one two-horse spring-wagon, one two-horse wagon, and five extra saddle-horses for contingent wants; one wall tent for the personal use and office of the commanding general; one wall tent for every two officers of his staff.

4. For the headquarters of a brigade, 1 wagon or 5 pack-mules for baggage, 1 two-horse spring-wagon, and 2 extra saddle-horses for contingent wants; one wall tent for the personal use and office of the commanding general; one wall tent for every two officers of his staff.

5. The allowance of wagons and pack-mules to officers detached: to every three company officers, when detached or serving without wagons, 1 pack-mule; to every twelve company officers, when detached, 1 wagon or 4 pack-mules; to every two staff officers, when not attached to any headquarters, 1 pack-mule; to every ten staff officers, when serving similarly, 1 wagon or 4 pack-mules.

6. These wagons and pack-mules will include transportation for all personal baggage, mess chests, cooking utensils, desks, papers, &c. The weight of officers' baggage, specified by army regulations, will be reduced so as to bring it within the foregoing schedule.

All excess of transportation, camp and garrison equipage, now with the army corps, divisions, brigades, regiments, or batteries, over the allowance herein prescribed, will be immediately turned into the Quartermaster's department, at the general depot, now at City Point.

7. Commissary stores and forage will be transported in the supply trains. When they are not convenient of access, and when troops act in detachments, the Quartermaster's department will assign wagons or pack-mules for that purpose, but the baggage of officers or troops, or camp equipage, will not be carried in the wagons or on the animals so assigned.

8. For each regiment of infantry, cavalry, or battalion of heavy artillery: for baggage, camp equipage, &c., 2 wagons; 3 wall tents for field and staff; 1 shelter tent for every other commissioned officer; 1 shelter tent for every two non-commissioned officers, soldiers, servants, and camp followers.

9. For each battery: for personal baggage, mess chest, cooking utensils, desks, papers, &c., 1 wagon; 2 wall tents for officers; shelter tents, same allowance as for infantry and cavalry regiments.

10. For the artillery and small-arm ammunition train: the number of 12-pounder guns multiplied by 122 and divided by 112; the number of rifled guns multiplied by 50 and divided by 140; the number of 20-pounder guns by 2, and the number of 4½-inch guns multiplied by 2½, will give the number of wagons allowed.

The number of guns in horse batteries, multiplied by 100 and divided by 140, will give the wagons allowed.

For the reserve artillery, ammunition of 20 rounds to each gun in the armies, the number of wagons allowed will be obtained as follows: multiply the number of 12-pounders by 20 and divide by 112, and the number of rifled guns by 20 and divide by 140.

For every 1,000 men present, armed and equipped for duty, of cavalry, infantry, and heavy artillery, for small-arm ammunition, 3 wagons.

For carrying fuzes, powder, and primers, with the reserve artillery ammunition train, 2 wagons.

11. For general supply train: to each 1,000 men, cavalry, infantry, and heavy artillery, for forage, subsistence, &c., 7 wagons, sufficient to carry eight days' supply; to each cavalry division, exclusively for forage, 50 wagons; to each battery, for its proportion of subsistence, forage, &c., 4 wagons; to each horse battery, for the same purpose, 4 wagons; to every 25 wagons of the artillery ammunition train, 5 wagons additional for the forage of the animals of the ammunition and additional wagons, baggage, camp equipage, and subsistence of wagon-masters and teamsters. Ammunition trains will be loaded exclusively with ammunition, so far as practicable. The baggage of the drivers will be carried in the additional wagons allowed for that purpose.

To each brigade of cavalry, infantry, and artillery, of not less than 1,500 men, for hospital supplies, 3 wagons; for every 1,000 men additional, 1 wagon.

To each army corps, except the cavalry, for intrenching tools, 8 wagons.

To each army corps headquarters, for subsistence, forage, and other stores not provided for herein, 3 wagons.

To each division headquarters, for similar purposes, 2 wagons.

To each brigade headquarters, for similar purposes, 1 wagon.

To each brigade of cavalry, infantry, and artillery, for commissary stores for sale to officers, 1 wagon.

For the ambulance train of each division, 2 wagons; for the ambulance train of an independent command less than a division, batteries excepted, 1 wagon.

To each division of cavalry and infantry, for armorers' tools, parts of muskets, extra arms, and accoutrements, 1 wagon.

It is expected that each ambulance and wagon, except those of the artillery ammunition train, will carry the necessary forage for its own teams.

12. The unit of organization for the supply trains of subsistence, ordnance, and forage, will be by division. Division quartermasters will be responsible for them. Brigade quartermasters will be responsible for the brigade baggage trains. Regimental quartermasters will be responsible for the regimental public property and baggage.

Quartermasters will attend in person to the drawing of necessary supplies at depots, and will habitually accompany their trains on marches.

13. If corps, division, or brigade commanders take their guards or escorts from commands already furnished with the full allowance of transportation, a corresponding amount shall be taken by them to headquarters; but if they have not been provided for at all, then a proper number of wagons will be transferred by the depot quartermaster, on the requisition of the chief quartermaster, certified to and approved by the commanding general.

14. As a *rule*, quartermaster and commissary sergeants will not be allowed to ride public horses, nor will citizen or soldier clerks, except on the written order of a corps or other independent commander setting forth the necessity.

15. It has been shown by experience that the advantage of keeping up regularly organized pack-trains is not commensurate with the expense.

Two hundred pack-saddles will be carried in the wagon trains of each corps. Whenever it becomes necessary to pack officers' baggage, provisions, or ammunition for short distances, over rough roads and broken country, pack-trains will be made up temporarily by taking mules from the wagons, not to exceed two to any one wagon.

16. In the armies operating against Richmond, the maximum allowance of forage per day will be, for horses, *ten* pounds hay and *fourteen* pounds grain; for mules, *ten* pounds hay and *eleven* pounds grain; and when short forage only can be provided, the allowance will be, for horses *fifteen* pounds, for mules *thirteen*. On a march, however, the forage ration will be only *ten* pounds grain.

17. A report of all property captured from the enemy, or seized for the public service, will be made monthly to the chief of the department at these headquarters, to which it appertains.

By command of Lieutenant General Grant:

T. S. BOWERS,
Assistant Adjutant General.

No. 52.

QUARTERMASTER GENERAL'S OFFICE, EIGHTH DIVISION,
Washington, D. C., October 10, 1865.

GENERAL: In consequence of my continued absence, on inspection duty, your circular of the 21st of July, 1865, requiring from the chief of each division a full report of the operations of his division during the fiscal year ending June 30, 1865, was not brought to my notice until yesterday; but I hope to be able to furnish all the important data in time to be embodied in your annual report to the honorable Secretary of War.

The act of Congress approved July 4, 1864, for the better organization of the Quartermaster's department, was promulgated by the War Department in General Orders No. 231, July 18, 1865.

Section 1st of the act referred to sets forth that—

“The Eighth Division shall have charge of all inspections of the Quartermaster's department, and of all reports made by officers assigned to inspection duty,

analyzing and preserving the reports as received, and communicating, through the Quartermaster General, to the chief of the proper division, such portions of the reports as may be necessary for their information and use," with provisions for subsequent action upon such references.

On the 23d of July, 1864, the Quartermaster General submitted to the Adjutant General a list of names of officers for assignment to duty under the aforesaid act.

On the 6th of August following, officers were assigned as chiefs of the divisions in the Quartermaster General's office, with two exceptions, the 7th and 8th divisions. Subsequently, on the 24th of August, 1864, I was assigned as chief of the 8th (inspection) division.

Previous to this assignment I had had charge of the annual reports of officers; the duties connected with the assignment of officers of the Quartermaster's department to duty; the duties connected with their changes of station; the transmission of remarks on the accounts of officers; personal reports, and the distribution of orders and blanks.

Subsequent to my assignment as chief of the inspection division, I was relieved of the transmission of remarks on accounts of officers and the examination of monthly reports. The other duties referred to I still continue to perform.

Immediately after my assignment as above, to wit, on the 26th of August, 1864, I was ordered on special inspection duty for the War Department, and was absent from the Quartermaster General's office from that date until the 1st of October, 1864, when I was ordered to return to duty in the Quartermaster General's office.

During my absence Colonel H. Biggs, inspector, Quartermaster's department, acted as chief of the inspection division.

On the 14th of October, 1864, I received verbal instructions from the Secretary of War to make a series of inspections in the department of Washington. I accordingly entered upon, and continued upon this duty until the 20th of October, 1864, at the same time performing the duties of my division of the Quartermaster General's office.

About the last of October, 1864, I was ordered to resume my inspection under orders of the War Department. Was absent about twenty days, and returned to duty in the Quartermaster General's office.

During this absence Colonel J. D. Bingham, inspector, Quartermaster's department, was in charge of the 8th division.

On the 19th of April, 1865, I left Washington on a leave of absence for thirty days. After enjoying ten days of my leave, I noticed in a newspaper, General Order No. 77, of the War Department, for the prompt reduction of expenses, &c. In view of which, and believing my services would be more important at that than at any other time, I telegraphed the Quartermaster General, proposing to enter upon duty at once, if required, and avail myself of the remainder of my leave some other time. He immediately ordered me upon inspection duty in the northern department, with a view to curtailing expenses.

I was engaged upon inspection duty and investigations from that time until the 20th of August, 1865, when I returned to duty in charge of the inspection division.

During this absence Colonel Bingham officiated in charge of the inspection division.

On the 20th September, 1865, I was again ordered upon inspection duty in the department of the east. I returned to duty in the Quartermaster General's office on the 7th October, 1865.

Of the six inspectors provided for by act of Congress approved July 4, 1864, only four of the officers nominated by the Quartermaster General, on the 23d of July, 1864, for assignment to duty as inspectors of the Quartermaster's depart-

ment, were so assigned on the 6th of August, 1864. These four were Colonels Biggs, Bingham, Cruttenden and Owen. As soon as they were relieved from duty where they were serving at the time of such assignment, three of these were ordered upon inspection duty, and a large number of inspections have been made in different parts of the United States, resulting most beneficially to the department. Concerning these inspections I shall remark more in detail hereinafter.

Colonel Biggs was not ordered on inspecting duty, as he was detailed for other duty until the tender of his resignation.

Upon my return to the Quartermaster General's office, October 1, 1864, Colonel Biggs was assigned to duty as depot quartermaster at Philadelphia, which position he held until February 15, 1865, when he was relieved, and shortly after tendered his resignation.

It was unofficially communicated to this office that his resignation had been accepted, and he was not therefore assigned to duty. It was subsequently ascertained that his resignation had not been formally accepted.

The attention of the War Department was called to the matter, and information sought as to his status, whereupon his resignation was accepted on the 11th of October, 1865.

On the 24th of August, 1864, Captain George A. Pierce was assigned as an inspector of the Quartermaster's department, with the rank of colonel.

He made several inspections in the departments of the south and the Gulf.
* * * * * He was relieved from assignment as an inspector of the Quartermaster's department on the 13th of May, 1865.

On the 30th of August, 1864, Captain John C. Crane, assistant quartermaster, was assigned to duty as an inspector, Quartermaster's department, with the rank of colonel, but he has never performed inspection duty under orders of the Quartermaster General.

On April 30, 1865, Captain J. F. Rusling, assistant quartermaster, was assigned to duty as an inspector, Quartermaster's department, with the rank of colonel.

He made inspections in the department of Tennessee, and an investigation at Chicago, Illinois, after which—August 2, 1865—he was granted a leave of absence of thirty days; at the expiration of which time he was ordered by the Quartermaster General to return to Nashville on inspection duty, which order was revoked by order of the President, September 8, 1865, and Colonel Rusling ordered to report to him. The latter order is still in force so far as this office is advised.

On the 24th June, 1865, Captain R. Brinkerhoff, assistant quartermaster, was assigned to duty as an inspector, Quartermaster's department, but on the 24th August was ordered to report to the Secretary of War for special duty, upon which he is still engaged.

The following summary will show briefly the nature of the duties performed by these inspectors.

Colonel J. D. Bingham, inspector, Quartermaster's department, transmitted to this office his first inspection report on the 10th of November, 1864, at which time he was engaged in certain investigations in the department of the east. Subsequently he returned to Washington, and was placed temporarily in charge of the inspection division during my absence on special duty.

On the 27th of November, 1864, he was ordered west in connexion with certain investigations, and was engaged on important duties there until the 20th of April, 1865, when he returned to Washington, and was again placed temporarily in charge of the Eighth Division during my absence west.

On my return he was ordered to make inspections at Boston and New York city.

On the 24th of September he returned to the Quartermaster General's office, and assumed temporarily the duties of the Seventh and Ninth divisions, Quartermaster General's office, during the absence of Colonel B. C. Card, in charge of those divisions.

Upon Colonel Card's return he resumed his inspection duty in the department of the east, and is now engaged upon these duties.

During the fiscal year he transmitted to this office reports of eight (8) inspections, and since the 1st of July, 1865, he has transmitted to this office the reports of four (4) inspections.

The reports of Colonel Bingham have been complete, full, and satisfactory, and the prompt, thorough, and intelligent manner with which he has performed the duties allotted to him is in the highest degree creditable to him as an officer of this department.

Colonel J. D. Cruttenden, inspector, Quartermaster's department, was directed on the 17th of September, 1864, to proceed to Duvall's bluff, Arkansas, and enter upon a series of inspections in the departments of Arkansas, Missouri, Kentucky, Tennessee, Kansas, and Colorado.

He was continuously employed upon such duties until August 30, 1865, when he was granted a leave of absence by the War Department for fifteen days.

On the 20th of September, 1865, he was directed to proceed upon another tour of inspections comprising the district of the Plains and Utah.

The total number of reports received from him during the fiscal year is fifteen, (15,) and since the close of said year seven, (7;) total, 22.

* * * * *

Colonel G. A. Pierce, while upon inspection duty, transmitted to this office reports of seventeen (17) inspections.

* * * * *

Colonel W. H. Owen was relieved from his assignment as inspector, Quartermaster's department, February 16, 1865. He made inspection in the department of Missouri, Ohio, and in the middle department. He transmitted to this office sixteen (16) reports.

* * * * *

Colonel James F. Rusling, inspector, Quartermaster's department, has made three reports; one of them during the fiscal year, the other two since the 1st of July, 1865.

Those reports are very voluminous, numbering in the aggregate 452 pages.

* * * * *

During the fiscal year I transmitted to the Quartermaster General's office reports of seventeen (17) inspections and investigations, and since the 1st of July, 1865, have added thirty-two (32) to that number—in all, 49.

These inspections and investigations have been made in the northern department, in Kansas, Missouri, and in the department of the east. * *

In addition to the inspectors regularly assigned, and whose duties have been briefly stated above, other officers of the Quartermaster's department have been temporarily assigned to inspection duty, as the necessities of the service required. Particularly since active operations have ceased it has been necessary to call into requisition the services of such, and in many cases the results have been highly satisfactory, and productive of the greatest good in connexion with the retrenchment and reduction of force and expense.

The following list indicates the number of reports rendered by each of the officers who have been thus temporarily assigned during the fiscal year ending June 30, 1865:

Lieutenant Colonel J. G. Chandler, A. Q. M. Vols.....	2
Captain J. V. Furey, A. Q. M. Vols.....	3
Colonel S. B. Holabird, A. D. C.....	1
Lieutenant Colonel J. D. Stokes, A. Q. M. Vols.....	23

Lieutenant Colonel A. L. Thomas, A. Q. M. Vols.....	1
Captain T. R. Dudley, A. Q. M. Vols.....	1
Lieutenant Colonel C. W. Tolles, A. Q. M. Vols.....	4
Captain P. T. Turnley, A. Q. M. U. S. A.....	1
Captain George P. Webster, A. Q. M. Vols.....	3
Captain M. D. Wickersham, A. Q. M. Vols.....	3
Captain C. H. Deane, A. Q. M. Vols.....	1
Captain George Q. White, A. Q. M. Vols.....	1
Captain Charles Worms, A. Q. M. Vols.....	1
Captain E. D. Chapman, A. Q. M. Vols.....	8
Lieutenant Colonel G. A. Shallenberger, A. Q. M. Vols.....	1
	54

Since July 1, 1865:

Brevet Brigadier General George S. Dodge, A. Q. M. Vols.....	21
Captain H. A. Royce, A. Q. M. Vols.....	3
Captain Newton Flagg, A. Q. M. Vols.....	2
Captain T. C. Bowles, A. Q. M. Vols.....	1
	27
Aggregate to October 1.....	81

RECAPITULATION.

Number of inspection reports received in the Eighth Division Quartermaster General's office during the fiscal year ending June 30, 1865:

Colonel George V. Rutherford, inspector, Q. M. D.....	17
Colonel J. D. Bingham, inspector, Q. M. D.....	8
Colonel J. D. Cruttenden, inspector, Q. M. D.....	15
Colonel W. H. Owen, inspector, Q. M. D.....	16
Colonel J. F. Rusling, inspector, Q. M. D.....	3
Colonel G. A. Pierce, inspector, Q. M. D.....	17
By temporary inspectors.....	54
Received from various sources.....	86
	216

Number received since July 1, 1865:

Colonel George V. Rutherford, inspector, Q. M. D.....	32
Colonel J. D. Bingham, inspector, Q. M. D.....	4
Colonel J. D. Cruttenden, inspector, Q. M. D.....	7
By temporary inspectors.....	27
	70

Grand total.....	287
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216 inspection reports rendered by officers of the Quartermaster's department, under orders of the Quartermaster General, have been entered in the inspection division during the fiscal year ending June 30, 1865. Many of these reports contain 240 pages of foolscap paper. All of them have been thoroughly and carefully examined, extracts made and sent to the several divisions to which they had reference.

There have been received and entered in the inspection division, during the same time, 579 communications referring to inspections, investigations, and the official character of officers of the Quartermaster's department.

The entries in the inspection book are in fact briefs of the original papers, and not merely skeletons. Every name of a person, however insignificant, occurring in these papers is alphabetically entered, so that one name being recollected, all the facts pertaining to the transaction can be at once ascertained.

INVESTIGATIONS.

Investigations involving the conduct of officers have generally been conducted by officers of this department with great thoroughness and efficiency, but some mistakes have been made in the mode of investigating by a want of shrewdness and propriety of action.

It was intended to give a summary of the recommendations by the several officers assigned to inspection duty, for reductions, and the amount saved to the government by these inspections; but my protracted absence and the little time now left precludes the possibility of carrying out this design.

INVENTORY AND INSPECTION REPORTS.

The number of inventory and inspection reports rendered by officers in compliance with paragraph 1,023 Revised Regulations, received from June 30, 1864, to July 1, 1865, is	11, 193
All of which have been acted upon.	
Received, entered, and acted upon since July 1 to October 1, 1865..	6, 302
Total.....	<u>17, 495</u>

BOARDS OF SURVEY.

The number of reports of boards of survey received, entered, and acted upon from June 30, 1864, to July 1, 1865, is	293
Received, entered, and acted upon since July 1, 1865	136
Total.....	<u>429</u>

OFFICERS' RECORD.

An officers' record has been compiled, comprising all officers of the Quartermaster's department, each officer occupying one page, showing at one view a condensed record of his appointment, movements, services, changes, recommendations, etc. For this purpose the books of the office have been consulted for over three years back. In proportion as this division has become more thoroughly organized, this record has been made more minute, and is kept up daily—almost hourly.

ANNUAL REPORTS.

The annual reports received during the fiscal year ending June 30, 1865, appertaining to the fiscal year ending June 30, 1864, was 591.

From July 1, 1865, to the present the number of annual reports received appertaining to the fiscal year ending June 30, 1865, is 340.

From the latter tables have been prepared for the annual report of the Quartermaster General, showing the amount of supplies on hand July 1, 1864, received, purchased, manufactured, captured, &c., during the fiscal year; also the amount of public moneys received and expended during the fiscal year.

Extracts have been made from the narratives of officers, giving all the valuable information contained in them for the information of the Quartermaster General.

The tables and statements referred to do not comprise all the operations of the Quartermaster's department, because of the fact that a large number of the officers have failed to render their reports as required by general orders; but these exceptions are officers whose duties were light, and, if their reports had been rendered, they would not swell, to any great extent, the lists prepared.

OFFICIAL BONDS.

Number on file July 1, 1864.....	415
Number received during the fiscal year.....	219
Number received since July 1 to October 1, 1865	20
Total number received.....	654
Number approved by the Secretary of War and sent to the Second Comptroller United States treasury for file during the fiscal year....	498
Number approved and sent since July 1, 1865, to October 1, 1865....	34
Total number approved and sent for file.....	524

The balance of the bonds (130) have been found to be imperfect, and are now being corrected and perfected, as required by law and regulations.

The total number of bonds on file July 1, 1864, and since received, represent the sum of \$6,540,000, a sum considerably less than that frequently confided to the care and disposition of one officer of the Quartermaster's department.

BOARDS OF EXAMINERS.

The following is a summary of the operations of the several boards for the examination of officers of the Quartermaster's department:

1. The examining board for the department of the Cumberland, Tennessee, and Ohio was organized by Special Orders No. 317, Adjutant General's Office, September 23, 1865, and was composed of the following officers :

Lieutenant Colonel W. G. Le Duc, chief quartermaster 20th army corps ; Lieutenant Colonel A. J. Mackay, chief quartermaster 14th army corps ; Lieutenant Colonel H. Hayes, chief quartermaster 4th army corps.

Lieutenant Colonel Mackay's arduous duties in the field rendered it impracticable for him to serve upon the board. He applied to be relieved from such assignment, and by Special Order No. 57, Adjutant General's Office, February 4, 1865, he was relieved by Colonel R. C. Webster, chief quartermaster department of Virginia.

By Special Order No. 173, Adjutant General's Office, April 17, 1865, Lieutenant Colonel W. G. Le Duc, chief quartermaster 20th army corps, was relieved by Captain J. F. Rusling, assistant quartermaster volunteers, and Colonel Le Duc ordered to join his proper command.

By Special Orders No. 222, Adjutant General's Office, May 11, 1865, Captain J. F. Rusling, inspector, Quartermaster's department, was relieved by Captain E. B. Carling, assistant quartermaster United States army, and Captain Rusling ordered upon inspection duty.

By Special Order No. 309, Adjutant General's Office, June 16, 1865, Captain E. B. Carling was relieved as a member of the board, and as no officer had been assigned to fill the vacancy, no officers have since been examined by this board.

Number of officers examined by this board to July 1, 1865.....	50
Number reported qualified.....	41
Number reported disqualified.....	9
Number mustered out by reason of disqualification.....	8
Number not acted upon.....	1
Number of officers examined by this board since July 1, 1865.....	9
Number reported qualified.....	3
Number reported disqualified.....	6

Number mustered out by reason of disqualification.....	3
Number of resignations.....	1
Total.....	4
Total number examined by this board.....	59
Total number reported qualified.....	44
Total number reported disqualified.....	15
Total number mustered out by reason of disqualification.....	11
Total number resigned by reason of disqualification.....	1
Total number not acted upon.....	3
	— 15

The examining board for the department of Arkansas and the Gulf, convened by Special Orders No. 317, Adjutant General's Office, September 23, 1865, was composed of the following officers :

Lieutenant Colonel Alexander Bliss, assistant quartermaster United States army; Major M. S. Miller, assistant quartermaster United States army; Captain S. E. Rundle, assistant quartermaster volunteers.

After completing their duties in the above departments, this board was transferred to the departments of Washington and the East, by Special Order No. 137, Adjutant General's Office, March 21, 1865.

By Special Order No. 202, Adjutant General's Office, May 3, 1865, Captain Rundle was relieved, and Major Nelson Plato, assistant quartermaster volunteers, assigned to duty in his stead.

By Special Order No. 440, Adjutant General's Office, August 15, 1865, Lieutenant Colonel Bliss was relieved from his assignment as lieutenant colonel, by which change the board was practically dissolved, and no officers have since been examined by it.

Number of officers examined by the board to July 1, 1865.....	73
Number reported qualified.....	45
Number reported disqualified.....	28
Number resigned by reason of disqualification.....	13
Number mustered out by reason of disqualification.....	10
Number not acted upon.....	5
	— 28

Number of officers examined since July 1, 1865.....	31
Number reported qualified.....	19
Number reported disqualified.....	12
Number not acted upon.....	12
Total number of officers examined by this board.....	104
Total number reported qualified.....	64
Total number reported disqualified.....	40
Total number mustered out by reason of disqualification.....	10
Total number resigned by reason of disqualification.....	13
Disapproved and not acted upon.....	17
	— 40

The examining board for the district comprising armies operating against Richmond, convened and organized by Special Order No. 317, Adjutant General's Office, September 23, 1864, was composed of the following officers: Colonel R. N. Batchelder, chief quartermaster army Potomac; Lieutenant Colonel L. H. Pierce, chief quartermaster 9th army corps; Major G. A. Shallenberger, chief quartermaster 2d division 2d army corps.

Colonel Batchelder's services being required with the army by Special Orders No. 109, Adjutant General's Office, May 2, 1865, Colonel R. N. Batchelder was relieved by Major W. H. D. Cochrane, chief quartermaster 1st division 2d army corps.

By Special Order No. 219, Adjutant General's Office, May 10, 1865, Major Cochrane was relieved, and no officers have since been examined.

Total number of officers examined by this board to July 1, 1865.....	42
Number reported qualified.....	36
Number reported disqualified.....	6
Number mustered out by reason of disqualification.....	4
Number of resignations.....	1
Not acted upon.....	1
	— 6

The examining board for the departments of Kansas, Missouri, and northern and northwest, convened by Special Orders No. 317, Adjutant General's Office, September 23, 1864, was composed of the following officers: Colonel C. H. Hays, chief quartermaster northern department; Lieutenant Colonel J. B. Howard, chief quartermaster 18th army corps; Lieutenant Colonel F. Myers, quartermaster United States army, aide-de-camp.

By Special Orders No. 95, Adjutant General's Office, February 25, 1865, Lieutenant Colonel J. B. Howard was relieved, and by Special Order No. 151, Adjutant General's Office, March 29, 1865, Captain W. H. Owen, assistant quartermaster volunteers, was assigned to duty in his stead.

By Special Orders No. 232, Adjutant General's Office, May 16, 1865, the Quartermaster General was authorized to adjourn the board until further notice, which was done. The board has not been reassembled.

Total number officers examined by this board to July 1, 1865.....	78
Number reported qualified.....	72
Number reported disqualified.....	6
Number mustered out by reason of disqualification.....	3
Number of resignations.....	3
	— 6

RECAPITULATION.

Total number of officers of the Quartermaster's department examined by the several boards during the fiscal year ending June 30, 1865, is.....	243
Total number reported qualified.....	194
Total number reported disqualified.....	49
Total number mustered out by reason of disqualification.....	25
Total number resigned by reason of disqualification.....	17
Total number disapproved or not acted upon.....	7
	— 49

Total number of officers of the Quartermaster's department examined by the several boards since the 1st of July, 1865.....	40
Total number reported qualified.....	22
	—
Total number reported disqualified.....	18
	==
Total number mustered out by reason of disqualification.....	3
Total number resigned by reason of disqualification.....	1
Total number disapproved and not acted upon.....	14
	— 18
	==

GRAND TOTAL.

Number examined to date, (October 1, 1865).....	283
Number reported qualified.....	216
	—
Number reported disqualified.....	67
	==
Number mustered out by reason of disqualification.....	28
Number resigned by reason of disqualification.....	18
Number disapproved and not acted upon.....	21
	— 67
	==

The number of officers still in service who have not been examined is 245.

Owing to the present status of the boards constituted by the orders above cited, it will be impossible to proceed with the examinations until further orders are issued by the Secretary of War in the premises.

On the 1st of July, 1864, there were in the regular army 76 officers of the Quartermaster's department, as follows :

Brevet major generals	1
Colonels.....	3
Lieutenant colonels.....	4
Majors	12
Captains	47
Military storekeepers.....	9
	—
	76
	==

Of the lieutenant colonels there was : Colonel and aide-de-camp, 1.

Of the majors there were ; Brigadier generals of volunteers, 3 ; brevet lieutenant colonel, 1 ; not on duty in the Quartermaster's department, but a major general of volunteers, 1 ; assigned to duty as lieutenant colonel and chief quartermaster in accordance with an act approved July 17, 1862, 1.

Of the captains there were : Colonels and aide-de-camps, 2 ; lieutenant colonel and aide-de-camp, 1 ; not on duty in the Quartermaster's department, but brigadier generals of volunteers, 3 ; not on duty in the Quartermaster's department, but colonels of volunteers, 2 ; assigned to duty as lieutenant colonels and chief quartermasters of corps under act of July 17, 1862, 6.

Awaiting orders : Lieutenant colonel, 1 ; captain, 1.

The effective force of the regular corps of the Quartermaster's department was, on the first of July, 1864, 68.

On the first of July, 1864, there were : Assistant quartermasters of volunteers, 549.

Of these there were : Colonels and aide-de-camps, 2 ; major and aide-de-

camp, 1; assigned to duty as lieutenant colonels and chief quartermasters of corps, under the act of July 17, 1862, 9; not on duty in the Quartermaster's department, 1; not on duty in the Quartermaster's department, but colonels of volunteers, 2; unknown, never having reported, nor replied to communications from this office, 41.

The effective force, therefore, of officers in the Quartermaster's department of the volunteer service was, July 1, 1864, 505.

On the 30th of June, 1865, there were 78 officers of the Quartermaster's department belonging to the regular corps, as follows:

Brevet major general.....	1
Brevet brigadier generals.....	2
Colonel.....	1
Lieutenant colonels.....	4
Majors.....	11
Captains.....	48
Military storekeepers.....	11
	—
	78
	==

Of the lieutenant colonels there were: Colonel and aide-de-camp, 1; assigned to duty as colonel under the act approved July 4, 1864, 1.

Of the majors there were: Brigadier generals of volunteers, 3; not on duty in the department, but a brevet major general of volunteers, 1; awaiting orders, 1; assigned to duty as colonels under the act approved July 4, 1864, 3; lieutenant colonel and aide-de-camp, 1.

Of the captains there were: Brigadier generals of volunteers not on duty in the Quartermaster's department, 3; colonels, 3; brevet brigadier generals, 2; colonels and aide-de-camps, 2; assigned to duty as colonels under the act approved July 4, 1864, 12; assigned to duty as lieutenant colonels under the act approved July 17, 1862, 5; not subject to orders, 2.

The effective force of the regular corps on the 30th of June, 1865, was 67.

On the 1st of July, 1865, the number of assistant quartermasters of volunteers was 488.

Of these there were: Brigadier general, 1; brevet brigadier general, 1; colonel and aide-de-camp, 1; colonels assigned under act approved July 4, 1864, 25; lieutenant colonels assigned under act approved July 17, 1862, 13; brevet colonels, 5; brevet lieutenant colonel, 1; majors assigned under act approved July 4, 1864, 26; brevet majors, 3; major and aide-de-camp, 1.

Of the above colonels there are:

In charge of departments.....	9
Inspectors.....	4
In charge of divisions of the Quartermaster General's office.....	3
In charge of depots.....	5
Chief quartermasters of armies.....	4
	—
	25
	==

Of these there were: Colonels, (regulars,) 16; colonels, (volunteers,) 25; majors, (regulars,) 2; majors, (volunteers,) 27. Effective force—

Regulars.....	67
Volunteers.....	488
	—
	555
	==

On the 1st of October, 1865, there were officers of the Quartermaster's department in the regular army as follows :

Brevet major general.....	1
Colonels	3
Lieutenant colonels	4
Majors.....	11
Captains	47
	66

Of the colonels there are : Brevet brigadier generals, 2.

Of the lieutenant colonels there are : Brevet brigadier general, 1; colonel and aide-de-camp, 1; colonels assigned under the act of July 4, 1864, 2.

Of the majors, there are: Brevet brigadier generals United States army, 6; brevet major generals volunteers, 3; colonels assigned under act of July 4, 1864, 2.

Of the captains there are: Brevet major generals not on duty in the department, 3; brevet brigadier generals volunteers, 3; colonels and aide-de-camps, 2; colonels assigned under act of July 4, 1864, 10; brevet lieutenant colonels United States army, 8; lieutenant colonel assigned under act of July 17, 1862, 1; major assigned under act of July 4, 1864, 1; military storekeepers, 10.

The colonels assigned under act of July 4, 1864, are on duty, as follows : Inspectors, 2; depot quartermasters, 3; divisions of the Quartermaster General's office, 4; chief quartermasters of departments, 5. The effective force of the Quartermaster's department, regular officers, October 1, 1865, were 63.

On the 1st of October, 1865, there were in service as assistant quartermasters volunteers.....	370
Under arrest.....	1
Awaiting orders.....	28
Total.....	399

Of the above officers there are: Brigadier general, 1; brevet brigadier generals, 3; brevet colonels, 7; brevet lieutenant colonels, 3; brevet majors, 10; colonel and aide-de-camp, 1.

Colonels assigned under act of July 4, 1864, 22, as follows :

Inspectors.....	5
Depot quartermasters	4
Chief quartermasters of departments.....	10
Chiefs of divisions of the Quartermaster General's office	3
Total.....	22

Majors assigned under act of July 4, 1864, 2; major and aide-de-camp, 1; lieutenant colonel assigned under act of July 17, 1862, 1.

Effective force—

Regulars	63
Volunteers.....	370
Total	433

Of the assignment of colonels under the act of July 4, 1864, there are, regulars, 14; volunteers, 22; excess regulars, 3.

During the fiscal year there were appointed assistant quartermasters, in the regular army, 5; in the volunteer army, 145; military storekeepers, 2.

Since the 30th of June to the 1st of October, 1865, there have been appointed in the regular army, assistant quartermaster, 1; military storekeeper, 1.

During the fiscal year ending June 30, 1865, officers of the Quartermaster's department went out of service as follows:

	Reg's.	Vol's.
Resigned	2	92
Mustered out	..	26
Honorably discharged	..	4
Died	..	13
Appointments vacated	2	2
Appointments revoked	..	9
Appointments declined	..	2
Appointments cancelled	..	43
Dismissed	..	12
Dropped from rolls	1	..
Total	5	203
Aggregate ...	—	208

Since the 30th of June to the 1st of October, 1865, officers of the Quartermaster's department have gone out of service as follows:

	Reg's.	Vol's.
Assistant quartermasters	..	..
Resigned	1	13
Appointments vacated	..	1
Mustered out	..	136
Appointments cancelled	..	21
Dismissed	..	1
Military storekeeper resigned	1	..
Total	2	172
Aggregate	—	174

RECAPITULATION.

July 1, 1864, to October 1, 1865, resigned assistant quartermasters of the regular army	3	
Appointments vacated, assistant quartermasters, regular army	2	
Dropped from rolls, regular army	1	
Assistant quartermasters, volunteers—		
Resigned		105
Mustered out		162
Appointments vacated		3
Appointments cancelled		64
Appointments revoked		9
Appointments declined		2
Dismissed		13
Honorably discharged		4
Died		13
Military storekeepers resigned	1	
Total	7	275
Aggregate	—	382

During the fiscal year there were four hundred and sixty assignments of officers of the Quartermaster's department to duty by orders of the War Department, of which we have record; and from July 1, 1865, to October 1, 1865, there were seventy such assignments; in all five hundred and thirty, including changes of station.

PERSONAL AND CONSOLIDATED MONTHLY REPORTS.

Personal reports for the past year have been rendered more promptly. Also consolidated monthly reports have been rendered by the chief quartermasters of the different departments of all officers serving in the Quartermaster's department under their direction, as required by circular from this office, dated January 18, 1865.

From these reports much valuable information has been derived. They give the stations of officers and the various duties in which they have been engaged during the previous month, and exhibit all the changes and transfers within the departments during the month, accompanied by copies of department orders pertaining to the Quartermaster's department.

DISTRIBUTION OF ORDERS.

This division has experienced much difficulty in supplying officers of the Quartermaster's department with the orders of the War Department, and of the Quartermaster General's office. Though they have been promptly and regularly sent to the chief quartermasters in quantities sufficient to supply their subordinates, the failure to receive them was frequently made the excuse for neglect of duty. To remedy to some extent this evil, a system was adopted to require a receipt from the officer to whom orders were transmitted. Had this been devised and adopted earlier, and had it been made a point to retransmit orders to officers doing important duties when receipts were not forthcoming, no doubt much irregularity in the rendering of accounts and in the general management of business would have been obviated.

COMPILATION OF ORDERS, ETC.

A very general desire has been expressed that all the orders relating to this department should be collected, revised, and published in convenient form, and a reference made to the laws and regulations bearing upon the subject; the decisions of the Quartermaster General since the commencement of this war, to be embodied in the same work. This should be done under the sanction of the Quartermaster General, and published by authority of the War Department. The publication of any treatise of this kind without this sanction and authority would not meet the wants of the department.

The several works which have lately appeared, though no doubt prompted by a commendable spirit, fail to meet the requirements, inasmuch as the subjects are not properly collated; and besides, an officer would hesitate to base a heavy disbursement upon a decision contained in an unofficial digest. The Book of Decisions of the Second Comptroller of the Treasury Department is the best I have seen, though some of his decisions as given are contrary to the regulations. I will cite as instances Article 1,234, Decisions of Second Comptroller, *versus* Paragraph 1,142 and Form 20 to Abstract "B," revised Army Regulations; and the last clause of Article 1,265 and Article 1,266, Decisions of Second Comptroller, *versus* Paragraphs 1,082 and 1,083, revised Army Regulations, and laws of Congress.

COMMUNICATIONS SENT AND RECEIVED.

The number of letters received and entered in this division is as follows :

From January 1 to June 30, 1865—	
Principal entries	2, 204
Cross entries	4, 161
Total	<u>6, 365</u>
From July 1 to September 30, 1865, inclusive—	
Principal entries	1, 178
Cross entries	1, 743
Total	<u>2, 921</u>
Total principal entries	3, 382
Total cross entries	5, 904
Total entries	<u>9, 286</u>

The number of communications (exclusive of correspondence in reference to annual and personal reports, the transmission of printed orders, and printed circular letters) forwarded from this division from January 1 to June 30, 1865, inclusive, is as follows :

To the Secretary of War	140
To the Adjutant General	410
Miscellaneous	1, 266
Total	<u>1, 816</u>

And from July 1, 1865, to September 30, 1865, inclusive—

To the Secretary of War	79
To the Adjutant General	384
Miscellaneous	837
Total	<u>1, 300</u>

Total number from July 1, 1864, to September 30, 1865, as follows :

To the Secretary of War	219
To the Adjutant General	794
Miscellaneous	2, 103
Total	<u>3, 116</u>

GENERAL ORDERS.

Estimated number of general orders received and issued during the year :

	Received.	Issued.
Adjutant General's orders	124, 800	124, 177
Quartermaster General's orders	75, 000	53, 121
Total	<u>199, 800</u>	<u>177, 298</u>

From July 1, 1865, to October 1, 1865—

	Received.	Issued.
Adjutant General's orders.....	220, 000	10, 460
Quartermaster General's orders.....	28, 800	11, 699
Total.....	248, 800	22, 159

Total from July 1, 1864 to September 30, 1865 :

	Received.	Issued.
Adjutant General's orders.....	344, 800	134, 637
Quartermaster General's orders.....	103, 800	64, 820
	448, 600	199, 457

The rank of officers of the Quartermaster's department not commensurate with the important service they have rendered in this war.

It is now a conceded fact that commanding generals owe much of their success to the untiring zeal and determined energy of officers of the Quartermaster's department.

At the eleventh hour they were ready to accord to officers of this department their just meed of praise for the faithful discharge of onerous and often difficult duties.

Congress to this time has been unmindful of this indispensable enginery to the success of armies and has made no provision for proper reward. The distribution of "brevets," which has been judiciously done by the honorable Secretary of War, was all that was left for those who have taken or will soon take their place again as citizens. These marks of recognition of their services, if promptly ratified by the coming Congress, will cause great gratification and create the thought that those who have remained at home—in the rear—to enjoy the fruits of peace and plenty vouchsafed by victory, while it was being achieved by their *constituents*, under privations and hardship in the field—at the front—are not wholly incapable of appreciating the relative position of citizen and soldier.

OFFICERS ON DUTY IN THIS DIVISION.

Before closing this report I would respectfully invite the attention of the Quartermaster General to the merits of Captain H. A. Royce, assistant quartermaster of volunteers, my assistant in this division. He is a civil engineer by profession, and first entered the service July 20, 1861, as a quartermaster sergeant, 21st Massachusetts volunteers; he was commissioned regimental quartermaster 22d Massachusetts volunteers, November 29, 1861, and served with his regiment, subject to various details, till October 12, 1864, when he was mustered out of the service. He was appointed assistant quartermaster of volunteers March 11, 1865, received his commission May 6, 1865, and was assigned to duty in the Eighth Division of the Quartermaster General's office May 20, 1865. Captain Royce has a liberal education. His general qualifications for business, his excellent judgment and discrimination, and extensive experience in the field in the Quartermaster's department, eminently fit him to render, and he has rendered, most valuable services in this division. He is industrious, efficient, and possessed of all the elements requisite for the prompt discharge of official duties. Though he has served but a short time as an assistant quartermaster of volunteers, his services during the war in the Quartermaster's department entitle him to consideration and to promotion by brevet, a compliment which can be

bestowed without money and without price. I recommend him for appointment to the rank of lieutenant colonel by brevet.

Captain John V. Furey, assistant quartermaster of volunteers, has had in charge, under my direction, the annual report of officers, personal reports, the distribution of orders, &c. In the discharge of these and other duties he has proved himself faithful, efficient, and worthy of the kind consideration of the Quartermaster General, to which I commend him, and recommend that he be appointed a major by brevet.

* * * * *

CLERKS.

The clerks on duty in this division having access to, and employed upon, the books and papers—many of which are confidential—are gentlemen of a high order of qualification morally and educationally. They are punctual in their attendance and observe the utmost decorum during office hours. They have proved themselves worthy of the confidence and commendation of the Quartermaster General.

All of the foregoing is respectfully submitted.

I have the honor to be, very respectfully, your obedient servant,

GEO. V. RUTHERFORD,

Colonel, Quartermaster's Department.

Brevet Major General M. C. MEIGS,

Quartermaster General U. S. A., Washington, D. C.

No. 53.

Statement of clothing, camp and garrison equipage on hand July 1, 1864, purchased, manufactured, captured, gained, taken up, sold, lost, expended, and remaining on hand in the Quartermaster's department during the fiscal year ending June 30, 1865.

Articles.	On hand July 1, 1864.	Purchased during the fiscal year.	Manufactured during the fiscal year.	Captured during the fiscal year.	Total.	Sold, lost, expended, &c., during the fiscal year.	Remaining on hand June 30, 1865.
Axes	93, 409	64, 912	.....	7, 270	165, 591	13, 715	113, 726
pick	83, 672	36, 239	23	3, 233	123, 167	4, 108	115, 131
Alpaca	49, 859	2, 187	.....	6, 307	58, 353	11, 385	43, 426
Blankets, wool	563, 724	1, 036, 306	.....	11, 922	1, 611, 952	17, 852	1, 105, 992
rubber	347, 974	498, 515	.....	9, 597	856, 086	4, 319	562, 988
painted	263, 790	.....	.....	1, 382	265, 172	274	67, 457
irregular	6, 733	.....	.....	399	7, 132	.....	3, 776
Boots	737, 686	636, 781	12, 758	1, 250	1, 388, 475	15, 279	505, 603
Bootees	1, 857, 152	1, 226, 697	40, 171	13, 759	3, 137, 779	11, 918	1, 718, 447
Bugles	14, 235	922	.....	139	15, 296	270	30, 140
hat and cap	157, 856	200, 000	.....	13, 528	371, 384	245	332, 765
Bed sacks, single	134, 664	174	23, 586	143	158, 567	1, 628	137, 053
double	64, 296	.....	14, 646	382	79, 324	764	68, 017
Bunting, assorted .....	.....	.....	.....	474	474	76	421
assorted	144	500	.....	.....	644	6	247
Buttons, assorted	852, 979	150, 079	.....	1, 978	1, 005, 036	164, 765	136, 288
Buckles, assorted	8, 679	500	.....	641	9, 820	7, 980	30, 637
Books, company clothing	7, 026	320	.....	376	7, 722	227	8, 153
company descriptive	6, 964	776	.....	39	6, 779	175	8, 026
company morning report	6, 967	520	.....	57	7, 544	145	8, 163
company order	12, 032	520	.....	33	12, 585	212	16, 182
post guard report	3, 363	6	.....	4	3, 373	63	4, 315
post letter	3, 927	.....	.....	20	3, 947	42	5, 515
post morning report	4, 233	.....	.....	22	4, 255	7	5, 762

No. 53.—Statement of clothing, camp and garrison equipage on hand July 1, 1864, &c.—Continued.

Articles.	On hand July 1, 1864	Purchased during the fiscal year.	Manufactured during the fiscal year.	Captured during the fiscal year.	Total.	Sold, lost, expended, &c., during the fiscal year.	Remaining on hand June 30, 1865.
Books, post order..... number..	8,882	.....	.....	23	8,905	139	8,533
regimental descriptive..... number..	889	551	.....	10	1,450	16	1,648
regimental letter..... number..	924	230	.....	1	1,155	79	1,608
regimental order..... number..	2,300	210	.....	31	2,541	18	3,765
regimental index..... number..	1,142	219	.....	1	1,362	14	1,872
brigade order..... number..	281	.....	.....	.....	281	2	278
brigade letter..... number..	297	7	.....	.....	304	6	351
miscellaneous..... number..	884	11,538	.....	3	12,425	38	1,360
indorsement and memorandum..... number..	60	9	.....	.....	69	2	93
Bars, mosquito..... number..	98,772	616	.....	72	99,460	902	59,914
sand-fly..... yards..	991	.....	.....	.....	991	.....	312
Braid, worsted, assorted..... number..	59,104	34,992	.....	3,776	97,872	124	82,671
Bedsteads..... number..	.....	.....	.....	8	8	.....	577
Baggings..... yards..	.....	.....	.....	.....	.....	4,880	.....
Buckram..... yards..	1,240	.....	.....	.....	1,240	1,240	.....
Badges, metal..... number..	18,008	.....	.....	.....	18,008	82	1,208
Board, paste..... sheets..	41	.....	.....	.....	41	.....	.....
Boxes, packing..... number..	373	6,234	.....	.....	6,607	6,088	186
Burlaps..... yards..	47,003	152,256	.....	.....	199,259	118,748	50,880
Binding, assorted..... pieces..	54,936	145,416	108	.....	200,460	105,032	.....
assorted..... yards..	439	.....	.....	.....	439	69	443
Belts and sockets..... number..	1,647	8	.....	11	1,666	8	1,647
Badges, assorted..... number..	145	.....	.....	.....	145	1,000	16,996
Coats, uniform infantry..... number..	422,003	184,998	13,350	4,334	624,685	1,123	451,909
uniform artillery..... number..	60,096	44,240	8,432	4,930	117,698	109	87,708
uniform cavalry..... number..	.....	.....	.....	.....	.....	.....	133
uniform ordnance..... number..	2,290	662	1,000	19	3,971	.....	2,418
uniform engineers'..... number..	.....	5,719	.....	.....	5,719	.....	21,608

uniform irregular.....	number..	10, 038	.....	600	158	10, 796	243	11, 231
great foot	number..	607, 019	351, 191	31, 147	11, 266	1, 000, 623	4, 854	743, 651
great mounted	number..	289, 665	107, 816	36	3, 224	400, 741	2, 727	349, 517
great irregular	number..	55, 168	.....	.....	284	55, 452	1, 174	41, 039
Chevrons, sergeant majors'	pairs..	4, 007	.....	1, 342	30	5, 379	79	4, 582
quartermaster sergeants'	pairs..	5, 151	300	1, 823	58	7, 332	4	5, 513
ordnance sergeants'	pairs..	275	.....	.....	65	340	.....	244
1st sergeants'	pairs..	17, 806	4, 200	10, 325	87	32, 418	10	28, 509
sergeants'	pairs..	85, 585	874	25, 305	540	112, 304	190	66, 861
corporals'	pairs..	81, 698	8, 448	45, 700	635	136, 481	136	104, 229
irregular	pairs..	283, 943	250	12, 462	899	297, 554	48	113, 060
Caduceus	pairs..	843	500	160	15	1, 518	1	1, 180
Coats, flannel sack, lined	number..	508, 968	1, 149, 172	5, 383, 820	21, 705	7, 063, 665	3, 755	605, 039
flannel sack, unlined	number..	372, 239	61, 347	206, 913	4, 682	645, 181	5, 463	964, 627
flannel sack, irregular	number..	27, 238	.....	.....	.....	27, 238	70	31, 352
Capes and hoods	number..	401	.....	.....	6	407	364	222
Caps, forage	number..	540, 957	839, 139	.....	14, 759	1, 394, 855	3, 303	1, 053, 145
zouave	number..	.....	.....	.....	.....	.....	.....	21
irregular	number..	.....	.....	.....	.....	.....	.....	.....
Cords and tassels, hat	number..	413, 698	260, 834	.....	11, 341	11, 341	336	594, 149
trumpet	number..	14, 441	1, 733	.....	40, 965	655, 497	85	17, 902
Canteens	number..	700, 099	705, 615	.....	22, 852	1, 428, 566	19, 592	937, 813
Corks, canteen	number..	305, 785	643, 865	.....	18, 391	968, 041	13, 691	422, 956
Cups, tin	number..	13, 413	.....	.....	33	13, 446	1, 433	10, 859
Castles, hat and cap	number..	11, 333	.....	.....	132	11, 465	101	17, 077
Cannon, crossed, hat and cap	number..	48, 031	100, 000	.....	5, 844	153, 875	349	152, 992
Covers, cap	number..	170, 277	.....	.....	6, 034	176, 311	573	190, 189
Colors, national	number..	383	615	.....	4	1, 002	10	681
regimental	number..	387	564	.....	1	952	7	1, 082
camp	number..	3, 030	4, 980	.....	2	8, 012	31	12, 140
Cases, color	number..	267	.....	.....	66	333	.....	383
Clippings	pounds..	.....	.....	.....	20, 493	20, 493	20, 493	.....
Cloth, coat	yards..	41, 726	217, 879	.....	994	260, 599	223, 165	220, 800
kersey	yards..	501, 460	2, 551, 746	3, 125	5, 326	3, 061, 657	1, 911, 534	994, 131
facing	yards..	43, 976	567	.....	55	44, 598	636	2, 952
assorted	yards..	6, 735	62	.....	.....	6, 797	31	6, 540
Canvas	yards..	.....	140, 865	.....	1, 051	141, 916	.....	.....
Cord, worsted, assorted	yards..	24, 484	.....	.....	24, 794	49, 278	1, 238	57, 184
assorted	feet..	2, 131, 072	.....	.....	.....	2, 131, 072	18, 559	2, 700, 132
assorted	pounds..	6, 818	42	.....	.....	6, 860	682	386
Cuttings, assorted	pounds..	.....	.....	29, 277	15, 392	44, 669	37, 413	7, 245

Statement of clothing, camp and garrison equipage, on hand July 1, 1864, &c.—Continued.

Articles.	On hand July 1, 1864.	Purchased during the fiscal year.	Manufactured during the fiscal year.	Captured during the fiscal year.	Total.	Sold, lost, expended, &c., during the fiscal year.	Remaining on hand June 30, 1865.
Cases, drum..... number..	4, 149	1, 429	20	119	5, 717	198	5, 123
Carriages, drum-stick..... number..	7, 311	.....	.....	59	7, 370	267	8, 403
Cords, drum..... number..	9, 824	.....	.....	318	10, 142	159	8, 735
Cords and tassels, color..... number..	.....	.....	.....	.....	.....	.....	64
Drums, complete..... number..	4, 920	4, 891	.....	102	9, 913	357	6, 945
Drawers..... pairs.....	188, 467	1, 381, 649	1, 541, 410	28, 986	3, 140, 512	21, 835	1, 298, 437
Drilling, assorted..... yards..	298, 332	1, 272, 497	.....	985	1, 571, 814	1, 130, 460	252, 299
Duck, cotton, assorted..... yards..	21, 581	1, 497, 623	13, 570	1, 482	1, 534, 256	403, 109	767, 535
Eagles, hat and cap..... number..	244, 686	121, 187	.....	40, 375	406, 248	383	419, 006
and rings..... number..	1, 007	.....	.....	.....	1, 007	.....	4, 867
Flags, garrison..... number..	412	237	92	4	745	23	613
storm..... number..	860	417	98	3	1, 378	48	869
recruiting..... number..	2, 109	401	.....	21	2, 531	22	2, 203
hospital..... number..	871	28	.....	14	913	38	1, 264
brigade..... number..	205	22	3	.....	230	4	20
corps..... number..	323	3	.....	.....	226	.....	113
designating..... number..	.....	114	5	76	195	5	108
division..... number..	204	7	.....	.....	211	9	7
signal..... number..	3	82	.....	1	86	3	9
ambulance..... number..	7	.....	.....	.....	7	.....	1, 014
assorted..... number..	3, 364	1, 001	.....	7	4, 372	31	2, 691
Fifes..... number..	12, 938	1, 531	.....	169	14, 638	96	12, 555
Feathers, hat and cap..... number..	245, 626	49, 915	.....	38, 886	334, 427	348	319, 133
Flannel, assorted..... yards..	1, 258, 566	7, 336, 073	9, 179	21, 065	8, 624, 883	5, 197, 747	2, 516, 341
Forks..... number..	2, 177	500	.....	188	2, 865	778	5, 873
Feathers and sockets..... number..	1, 653	.....	.....	.....	1, 653	.....	.....
Frocks, stable..... number..	179, 700	32, 021	.....	.....	211, 721	30	147, 479

Flies, wall-tent.....	number..	14, 330	660	4, 195	753	19, 938	2, 077	12, 401
hospital.....	number..	5, 783	3, 515	4, 751	500	14, 549	1, 065	9, 238
Guidons.....	number..	3, 362	1, 456	.....	66	4, 884	95	3, 391
Gaiters.....	pairs..	323	408	.....	426	1, 157	.....	19, 362
Gloves.....	number..	3, 362	.....	.....	569	3, 931	51	15, 636
Haversacks.....	number..	753, 394	93, 554	.....	9, 265	856, 213	54, 939	588, 905
Hats.....	number..	636, 704	228, 856	.....	5, 767	871, 327	3, 677	476, 477
Hatchets.....	number..	78, 530	59, 509	.....	1, 359	139, 398	1, 900	130, 086
Handles, hatchet.....	number..	87, 252	12, 850	7	2, 011	102, 120	1, 716	136, 219
axe.....	number..	94, 627	38, 924	.....	9, 593	143, 144	13, 888	118, 569
pick.....	number..	81, 658	205	298	3, 058	85, 219	3, 832	113, 619
Hooks and eyes.....	dozen..	78, 019	13, 824	.....	.....	91, 843	10, 583	18, 768
Havelocks.....	number..	613	456, 943	.....	1, 535	459, 091	728	6, 682
Hats, straw.....	number..	17, 707	.....	.....	.....	17, 707	.....	3, 236
Halliards.....	number..	2, 759	756	.....	24	3, 539	249	2, 878
Heads, drum, batter.....	number..	18, 493	11, 521	.....	290	30, 304	339	20, 822
snare.....	number..	25, 179	8, 971	.....	511	34, 661	326	25, 844
assorted.....	number..	77	.....	.....	2	79	50	5
Jackets, infantry.....	number..	67, 699	15, 301	7, 665	447	91, 112	461	78, 568
cavalry.....	number..	214, 421	127, 571	237, 091	3, 958	583, 041	1, 537	359, 154
artillery.....	number..	95, 698	15, 184	125, 249	234	236, 365	891	143, 757
knit.....	number..	16, 266	.....	.....	31	16, 297	188	26, 470
zouave.....	number..	6, 108	.....	.....	.....	6, 108	12	3, 743
irregular.....	number..	22, 726	800	684	339	24, 549	131	33, 837
Knapsacks.....	number..	561, 553	754, 124	.....	9, 161	1, 324, 838	26, 623	922, 803
Knives.....	number..	7, 541	500	.....	200	8, 241	1, 727	6, 401
Kettles, camp.....	number..	117, 089	45, 148	.....	3, 592	165, 829	8, 547	137, 305
Lace, worsted, assorted.....	yards..	1, 466, 752	1, 651, 174	60	12, 766	3, 130, 752	1, 547, 909	2, 624, 911
silk, assorted.....	yards..	12, 065	34, 094	.....	41	46, 200	.....	36, 618
Letters, hat and cap.....	number..	717, 083	405, 000	.....	38, 102	1, 160, 185	2, 335	1, 389, 659
Leggings.....	pairs..	44, 882	9, 947	.....	246	55, 075	144	35, 169
Lining, assorted.....	yards..	150, 383	1, 197, 249	.....	7, 510	1, 355, 142	17, 204	140, 294
Legs, boot.....	number..	.....	.....	12, 820	.....	12, 820	.....	.....
Leather, upper.....	feet..	25, 275	257, 360	.....	1, 453	284, 088	387	79, 807
sole.....	pounds..	42, 744	231, 560	.....	269	274, 573	269	136, 403
welt.....	pounds..	5, 519	20, 622	.....	12	56, 153	12	14, 157
stock.....	sides..	.....	.....	.....	.....	.....	71	.....
Linen.....	yards..	.....	6, 583	.....	1	6, 584	682	2, 271
Mittens.....	pairs..	135, 054	2, 000	.....	50	137, 104	78	79, 980
Muslin, assorted.....	yards..	400, 997	586, 766	.....	4, 035	991, 798	551, 548	3, 860, 783
Marline, assorted.....	pounds..	154	10, 317	.....	2, 358	12, 829	6, 895	.....

Statement of clothing, camp and garrison equipage, on hand July 1, 1864, &c.—Continued.

Articles.	On hand July 1, 1864.	Purchased during the fiscal year.	Manufactured during the fiscal year.	Captured during the fiscal year.	Total.	Sold, lost, expended, &c., during the fiscal year.	Remaining on hand June 30, 1865.
Numbers, hat and cap..... number..	2, 153, 101	441, 100	.....	6, 189	2, 600, 390	2, 998	1, 899, 207
Netting, mosquito..... pieces..	496	.....	.....	34	530	.....	530
Overalls..... number..	45, 518	4, 350	11, 726	8	61, 602	71	41, 515
Paulins, assorted..... number..	78	.....	.....	4	82	3	84
Ponchos..... number..	261, 739	110, 834	.....	1, 424	373, 997	2, 918	224, 934
Pans, mess..... number..	304, 075	168, 211	14	11, 480	483, 780	9, 539	434, 695
Pipe, stove..... joints..	1, 546	300	.....	3, 825	5, 671	739	3, 962
stove..... feet..	72	.....	.....	11	83	.....	554
stove..... pounds..	.....	.....	.....	353	353	400	102
Pompons..... number..	50	.....	.....	163	213	.....	244
Poles, wall-tent..... sets..	23, 032	373	.....	394	23, 799	1, 260	15, 985
hospital..... sets..	5, 076	4, 694	.....	297	10, 067	233	5, 140
Sibley..... sets..	2, 833	.....	.....	61	2, 894	527	2, 226
shelter..... sets..	45, 700	.....	.....	485	46, 185	3, 708	109, 340
common..... sets..	57, 218	121	174	1, 225	58, 738	5, 047	57, 051
irregular..... sets..	778	.....	.....	111	889	415	2, 094
assorted tent..... number..	26, 439	19, 628	.....	1, 797	47, 864	7, 827	134, 314
Pins, wall-tent..... sets..	11, 920	1	.....	368	12, 289	167	5, 102
hospital..... sets..	673	1, 651	.....	125	2, 249	35	5, 203
shelter..... sets..	29, 243	.....	.....	.....	29, 243	.....	901
common..... sets..	21, 200	1	.....	99	21, 300	190	18, 291
Sibley..... sets..	3, 322	.....	.....	311	3, 633	3	937
irregular..... sets..	46, 181	.....	.....	1, 327	47, 508	2, 069	175
assorted..... number..	1, 620, 052	1, 323, 577	668	23, 751	2, 968, 048	84, 238	2, 602, 996
Padding, canvas..... yards..	44, 844	.....	.....	.....	44, 844	80, 963	74, 414
Plumes..... number..	1	.....	.....	.....	1	.....	5, 018
Plates, tin..... number..	5, 298	.....	.....	.....	5, 298	768	6, 071
Rings, tent..... number..	.....	500	.....	.....	500	2, 209	260

assorted	106	.....	.....	.....	106	2,126	713
Rope, assorted	95,780	.....	.....	.....	105,056	16,925	115,914
Scales, metallic, sergeants'	.....	.....	.....	3,499	24,321	239	18,264
metallic, corporals'	.....	.....	.....	464	126,137	472	88,812
metallic, privates'	.....	.....	.....	100	411,080	1,435	117,914
metallic, irregular	.....	.....	.....	10,603	42,538	567	310,489
Stocks, leather	139,340	.....	.....	6,059	411,706	34	418,406
Sashes, worsted	4,504	.....	.....	450	30,498	105	18,838
Shirts, flannel	1,203,548	.....	.....	11,601	3,846,643	24,866	1,413,695
knit	1,024	.....	.....	4,286	177,818	4,250	261,229
Stoves, Sibley	76	.....	.....	265	8,974	1,281	7,453
hospital	.....	.....	.....	3	56	52	1
assorted	.....	.....	.....	2	4,624	164	3,762
Spades	58,737	.....	.....	2,984	434,330	3,072	123,553
Stockings	3,887,454	.....	.....	21,140	5,791,523	35,987	1,925,205
Shovels	25,230	.....	.....	3,439	76,763	4,831	54,061
Silecia	50,000	.....	.....	1,080	173,307	29,094	53,759
Spoons	.....	.....	.....	64	2,561	166	2,417
Sockets, bat	49,915	.....	.....	.....	58,065	.....	41,769
belt	.....	.....	.....	.....	.....	.....	6
Slides, chin straps	.....	.....	.....	.....	.....	30,378	.....
tent	.....	.....	.....	.....	.....	177,645	238,358
Shell and flame, hat and cap	.....	.....	.....	.....	.....	.....	20,431
Slings, drum	1,430	.....	.....	244	10,166	341	9,747
spade	.....	.....	.....	11	3,501	.....	2,982
axe	5,405	.....	.....	344	55,442	11	54,363
hatchet	.....	.....	.....	92	45,332	.....	48,295
pickaxe	.....	.....	.....	.....	1,998	.....	2,986
Standards, cavalry	.....	.....	.....	.....	1,229	1	677
Straps, knapsack	320,994	.....	.....	5,985	547,767	8,243	547,868
canteen	564,865	.....	.....	21,398	962,352	14,657	712,733
greatcoat	394,291	.....	.....	16,983	1,546,054	11,423	1,038,635
blanket	.....	.....	.....	.....	1,222	.....	.....
Staffs, flag	1,037	.....	.....	225	2,047	11	2,355
Sabres, crossed	81,762	.....	.....	18,323	208,919	46	177,407
Sticks, drum	1,430	.....	.....	195	14,539	293	14,752
Snares, drum	.....	.....	.....	218	13,874	278	14,359
drum	1,001	.....	.....	.....	1,001	.....	.....
Shoes, overall	.....	.....	.....	.....	5,267	5	5,188
Trowsers, foot	1,274,900	.....	.....	13,790	2,651,220	23,050	1,188,478
mounted	381,993	.....	.....	7,891	848,515	6,743	442,164

Statement of clothing, camp and garrison equipage, on hand July 1, 1864, &c.—Continued.

Articles.	On hand July 1, 1864.	Purchased during the fiscal year.	Manufactured during the fiscal year.	Captured during the fiscal year.	Total.	Sold, lost, expended, &c., during the fiscal year.	Remaining on hand June 30, 1865.
Trowsers, duck.....pairs.....	45	.....	.....	.....	45	.....	.....
zouave.....pairs.....	5,734	.....	.....	.....	5,734	.....	1,110
irregular.....pairs.....	43,111	6,400	.....	1,256	50,767	3,645	13,524
Trumpets.....number.....	3,653	224	.....	116	3,993	156	3,938
Tents, wall.....number.....	20,577	1,452	4,089	1,280	27,398	2,963	19,662
hospital.....number.....	6,119	3,515	4,669	594	14,897	1,107	9,927
Sibley.....number.....	3,361	.....	2	424	3,787	2,216	12,368
common.....number.....	63,734	.....	27	1,825	65,586	11,140	58,565
shelter.....number.....	367,464	654,283	146,595	11,411	1,179,753	19,229	668,164
irregular.....number.....	1,816	.....	43	206	2,065	821	1,349
Talmas.....number.....	167	1,748	.....	2	1,917	175	922
Thread, assorted.....spools.....	242,564	348,792	.....	3,940	595,296	486,387	282,358
assorted.....pounds.....	37,406	33,227	.....	578	71,211	36,502	58,702
assorted.....skeins.....	881	.....	.....	316	1,197	619	520
silk.....pounds.....	522	461	.....	48	1,031	763	213
silk.....skeins.....	646	.....	.....	.....	646	.....	.....
Tripods.....number.....	7,741	.....	.....	556	8,297	2,557	2,567
Tape.....yards.....	160	.....	.....	.....	160	82	396
Tape.....pieces.....	44,933	600	.....	19,165	64,698	94,390	19,501
Tags, printed.....number.....	32,397	240,000	.....	.....	272,397	.....	.....
Twills.....yards.....	.....	514	.....	.....	514	.....	.....
Trimnings, hat.....number.....	1,247	.....	.....	.....	1,247	18,197	27,771
Tulips, hat.....number.....	1,003	.....	.....	963	1,966	.....	3,312
Twine.....pounds.....	10,305	13,745	.....	162	24,212	12,830	10,475
Uppers, bootee.....number.....	.....	.....	47,559	.....	47,559	.....	.....
Vests, zouave.....number.....	1,597	.....	.....	.....	1,597	5	1,278
assorted.....number.....	1,822	.....	.....	.....	1,822	76	1,426

Wadding	114,564	114,120	13,276	241,960	238,272	132,045
Webbing	38	.....	.....	38	.....	.....
Webbing	18,075	.....	.....	18,075	5,595	.....
Webbing .....	.....	.....	.....	39,024	11,400	4,908
Webbing .....	.....	39,024	.....	5,222	827	4,175
Yarn, assorted	5,002	.....	220	.....	.....	.....

NOTE.—This statement embraces reports received from 368 officers, out of over 700 officers who were in service during the fiscal year and who had reports to render.

The principal depots, however, are embraced in the above statement.

No. 54.

Statement of the principal articles of quartermaster's property, means of transportation, &c., on hand July 1, 1864, purchased, manufactured, captured, gained, taken up, sold, died, lost, expended, and remaining on hand in the Quartermaster's department, during the fiscal year ending June 30, 1865.

Articles.	On hand July 1, 1864.	Purchased during the fiscal year.	Manufactured during the fiscal year.	Captured during the fiscal year.	Total.	Sold, died, lost, expended, &c., during the fiscal year.	Remaining on hand June 30, 1865.
Ambulances	1,741	1,302	90	298	3,431	801	2,897
Axes, assorted	28,530	62,598	16	8,567	99,711	12,693	68,788
Buildings, assorted	646	86	195	335	1,262	233	862
Bran	9,254	56,221	.....	2,469	67,944	26,048	231
Barley	154	500	.....	72	726	109	.....
Books, memorandum	9,228	25,851	400	1,247	36,726	9,021	8,595
blank	3,913	18,337	2,287	496	25,033	9,046	13,947
Brushes, horse	42,988	64,349	.....	4,794	112,131	23,189	51,821
Coal, anthracite	4,789	495,332	.....	18,727	518,848	133,629	19,781
bituminous	81,061	322,109	.....	5,877	409,047	122,159	38,529
Corn	953,681	1,935,206	.....	245,264	3,134,151	656,807	1,026,260
Carts, horse	371	256	56	92	775	53	567
hand	27	1	14	6	48	7	30
Covers, wagon	29,918	10,088	403	1,810	42,219	17,577	31,916
Combs, curry	38,884	41,633	8	14,569	95,094	32,805	43,612
Feed, assorted	163,668	168,056	.....	5,145	336,869	250,410	19,774
Fodder	6,375	1,329,247	.....	2,231,218	3,566,840	816,178	507
Grain, mixed	1,597	198	.....	3,869	5,664	327	.....
Hay	36,356	373,219	.....	21,953	431,528	53,579	14,202
Horses	57,841	101,269	.....	12,279	171,389	46,167	22,516
Harness, lead	57,934	18,961	21,228	7,924	106,047	24,228	74,802
wheel	40,929	13,215	14,390	6,306	74,840	18,682	51,353
ambulance	6,633	2,572	846	1,030	11,081	2,500	9,646

cart.....	930	339	173	93	1,535	301	1,707
artillery	564	4	34	67	669	79	547
irregular.....	373	21	83	867	1,344	2,375	1,250
Halters, assorted.....	62,801	46,277	43,625	25,746	178,449	55,188	105,952
Iron, assorted.....	4,765	2,642	.....	646	8,053	5,256	3,948
Lime, assorted.....	2,051	17,908	2,086	13,099	35,144	17,230	3,440
Lumber, assorted	3,793,169	53,267,618	12,851,001	6,819,574	76,731,362	67,062,209	8,998,796
Mules	61,335	39,269	.....	8,720	109,324	40,818	75,146
Oats	3,664,456	23,980,080	.....	534,989	28,179,525	2,528,210	1,390,275
Straw	1,641	10,666	.....	767	13,074	1,687	1,329
Shovels, assorted.....	19,305	31,189	48	5,073	55,615	11,134	38,320
Spades, assorted.....	7,739	12,399	12	4,831	24,981	2,219	19,163
Saddles, riding.....	5,360	4,448	139	3,115	13,062	5,337	12,761
wagon	10,970	8,845	2,260	2,926	25,001	8,320	14,744
Shingles	644,690	11,251,262	5,853,685	184,375	17,934,012	22,869,205	1,639,032
Wood	11,125	335,969	17,730	78,682	443,506	182,587	130,097
Wagons, army.....	9,269	4,533	321	1,206	15,329	14,016	15,950
2-horse.....	1,159	24	56	1,126	1,365	524	1,282
spring	101	127	32	28	288	88	289
irregular.....	890	27	36	319	1,272	406	1,131

NOTE.-- Same remark applies to this statement as noted on statement of clothing, camp and garrison equipage.

No. 55.—Statement of vessels owned by government and in the employ of the

Name of officer.	Name of vessel.	Class.	Tons and 95ths.	Date of en- try into service.	When char- tered, im- pressed, or employed.	By whom put into service.
Capt. Jas. Brooks, <i>a. q. m.</i>	Autoerat	Steamer . . .	662. 4	Dec., 1862		Capt. Jas. Brooks, <i>a. q. m.</i>
	B. J. Adams	do	497. 55	do		do
	Baltic	do	593. 15	do		do
	Diana	do	563. 90	do		do
	E. H. Fairchild	do	496. 74	do		do
	John Raine	do	541. 20	do		do
	Woodford	do	487. 71	do		do
	Alf. Cutting	Steam-tug ..		do		do
	Belle Darlington	do		do		do
	Cleveland	do		do		do
	Dick Fulton	Steam-ram ..		June, 1862		Col. Chas. Ellet, jr.
	Lioness	do		do		do
	Monarch	do		do		do
	Switzerland	do		do		do
Capt. F. C. Butze, <i>a. q. m.</i>	T. D. Horner	do		do		do
	Constitution	Lighter	10	Unknown ..		
Capt. J. G. C. Lee, <i>a. q. m.</i>	Ariael	Tug	46	Dec. 1, 1864	Dec. 1, 1864	Capt. J. G. C. Lee
	A. Goodwin	Barge		Mar. 1, 1864	Mar. 1, 1864	do
	Capt. C. L. Reed and F. Funley	R. R. barge ..		May 16, 1864	May 16, 1864	do
	Capt. C. L. Reed	do	120	Mar. 1, 1864	Mar. 1, 1864	do
	Delltrymes	do	125	Feb. 1, 1865	Feb. 1, 1865	do
	Hail Columbia	Barge		Mar. 1, 1864	Mar. 1, 1864	do
	James Wilcox	do	135	Aug. 16, 1864	Aug. 16, 1864	do
	Jura	do	116. 89	Sep. 1, 1864	Sep. 1, 1864	do
	Loxoconing	do		Mar. 1, 1864	Mar. 1, 1864	do
	Little Oliver	do	120	May 28, 1864	May 28, 1864	do
	Manhattan	Steamer	320	Aug. 1, 1864	Aug. 1, 1864	do
	Steam Hoister	Barge		Jan. 2, 1864	Jan. 2, 1864	do
	Tigress	Steam-tug ..	49	Oct. 1, 1864	Oct. 1, 1864	do
	T. G. Cole	Barge	130	Sep. 1, 1864	Sep. 1, 1864	do
	Wasp	do	120	Mar. 1, 1864	Mar. 1, 1864	do
Capt. J. H. Pratt, <i>a. q. m.</i>	Ad. Hine	Steamer	100. 9	Sep. 1, 1864	Sep. 1, 1864	Capt. L. Richard- son, <i>a. q. m.</i>
	Davenport	Ferry-boat ..	163. 75	do	do	do
	Annie Jacobs	Steamer	165	Oct. 15, 1864	Oct. 15, 1864	Capt. J. H. Pratt, <i>a. q. m.</i>
	Carrie Jacobs	do	178. 30	Oct. 31, 1864	Oct. 31, 1864	Capt. Arthur Ed- wards, <i>a. q. m.</i>
	Virginia Barton	do	Unk'n ..	Nov. 23, 1864	Nov. 23, 1864	do
	D. C. Horton	do	do	May 1, 1865	May 1, 1865	Capt. L. C. For- syth, <i>a. q. m.</i>
	Chippeway	do	120	Sep. 1, 1864	Sep. 1, 1864	Capt. Arthur Ed- wards, <i>a. q. m.</i>
	Lotus	do	170	Nov. 23, 1864	Nov. 23, 1864	do
Capt. A. C. Wool- folk, <i>a. q. m.</i>	U. S. Champion	do	100	Sep. 11, 1862	Sep. 11, 1862	
	Mary Burton	do				
	Foot	Propeller				
	Wells	do				
	Stanton	do				
	J. R. Gould	Barge				
	James Wilcox	do				
	D. Meegan	do				
	Kate	do				
	Shrapnell	Army gunb't ..				
Capt. E. B. Whit- man, <i>a. q. m.</i>	Parke	do				
	Clinch	Steamer	100	June, 1865	June, 1865	Capt. T. W. Fry ..
	Emery	Ferry-boat ..	Unk'n ..	do	Unknown ..	do
Col. W. L. James.	Thomas Colyer	Steamer	446	Aug., 1863	Aug., 1863	
	Ironsides	Propeller	200	Jan. 1, 1865	Jan. 1, 1865	
	Vidette	do	274. 25	Oct., 1861	Oct., 1861	
	Geneva	St'm-tug wa- ter boat.	113. 38			
	James R. Gould	Barge				
	Kate	do				
	Oneida	do				

Quartermaster's department during the fiscal year ending June 30, 1865.

Where char- ter money is payable.	Rate of pay.	Amount paid.	Amount unpaid.	Total earnings.	Remarks.
					The first fifteen boats are owned by the government, and were the boats which composed the ram fleet and Mississippi marine brigade, and were turned over to quartermaster below when the marine brigade was mustered out, in August, 1864. The Lioness and T. D. Horner were got again in December, 1864, to tow coal. The Lioness was turned over to Col. Edwards in June, 1865, leaving in hand, as a tow-boat, the T. D. Horner.
					Owned by government.
Alexandria, Va	\$425 00 per month.	\$2,550 00	\$425 00	\$2,975 00	Do.
do.	\$95, \$130, \$115....do.	1,419 33		1,419 33	Do.
do.	170 00....do.	643 07		643 07	Do.
do.	95, 130, 115....do.	1,204 33	115 00	1,319 33	Do.
do.	130, 115....do.	505 00	115 00	620 00	Do.
do.	95, 130, 115....do.	1,419 33		1,419 33	Do.
do.	100, 115, 130....do.	1,231 61	490 00	1,721 61	Do.
do.	100, 115, 130....do.	690 00	490 00	1,180 00	Do.
do.	95, 130, 115....do.	1,335 00	115 00	1,450 00	Do.
do.	100 00....do.	261 75		261 75	Do.
do.	800, 855....do.	7,836 00	855 00	8,691 00	Do.
do.	15 00 .. per day.	915 00		915 00	Do.
do.	445 00 per month	4,005 00		4,005 00	Do.
do.	100, 115, 130....do.	1,065 00	115 00	1,180 00	Do.
do.		285 00		285 00	Do.
					Owned by government. Rec'd by transfer from Capt. L. Richardson, <i>a. q. m.</i>
St. Louis, Mo.					Do. do.
do.					Purchased by government. Rec'd by transfer from Capt. A. Edwards, <i>a. q. m.</i>
do.					Do. do.
do.	To be fixed by quartermaster in charge of western river transportation at St. Louis, Mo.				Owned by government. Received by transfer from Capt. A. Edwards.
do.					Owned by government. Received by transfer from Capt. L. C. Forsyth, <i>a. q. m.</i> , Gallipolis, Ohio. Transferred back to him June 4, 1865.
do.					Purchased by government. Captured and burned by the enemy Jan. 17, '65.
					Owned by government. Received by transfer from Capt. A. Edwards.
					Owned by government. Post-b't Cairo.
					Owned by government. Transporting troops and supplies.
					Do. do.
					Do. do.
					Do. do.
					Do. do.
					Do. do.
					Do. do.
					Owned by government. Under direction of commanding general.
					Do. do.
				70 20	Owned by government. These boats were built by the government at Kingston, Tenn., and were transferred to me January, 1865, by Capt. J. W. Schenck.
Ft. Monroe...	2,225 00 per month.	16,396 87		16,396 87	Owned by government.
Unknown	1,000 00....do.				Do.
Ft. Monroe...	1,875 00....do.	6,592 25		6,592 25	Do.
do.	425 00....do.	3,319 00		3,319 00	Do.
do.	130 00....do.	585 00		585 00	Do.
do.	100 00....do.	480 00		480 00	Do.
do.	100 00....do.	590 00		590 00	Do.

No. 55.—Statement of vessels owned by government and in the

Name of officer.	Name of vessel.	Class.	Tons and 95ths.	Date of en- try into service.	When char- tered, im- pressed, or employed.	By whom put into service.
Col. W. L. James	Rescue	Barge				
	Reliance	do.				
	Relief	do.				
	Curlew	Steamer	408. 25	Dec. 1, 1861	Dec. 1, 1861	
	C. W. Thomas	do.	217. 21			
	Convoy	do.	410. 68	Aug., 1863	Aug., 1863	
	Cossack	do.		Oct., 1861	Oct., 1861	
	Escort	do.	458. 38			
	Eagle No. 1.	do.	408	Dec., 1861	Dec., 1861	
	Guide	do.	780	Sep., 1861	Sep., 1861	
	Hunter Woodis	do.	230. 90	do.		
	John Tracy	do.	738. 62	Sep. 1, 1864	Sep. 1, 1864	
	J. R. Spaulding	do.	1, 100			
	Lancer	Propeller.	700	Oct., 1861	Oct., 1861	
Capt. J. G. Payne.	Anthony Clinton	Barge	131. 32			Cap. J. R. Jennings
	Citizen	do.	132			Gen. D. H. Rucker
	Standish	Steamer	109			
Capt. H'y Inman	Tyro	do.	41. 65	Sep., 1863		
Capt. J. P. Drennan, a. q. m.	Horace (model)	Barge		Jan. 19, 1865	Jan. 19, 1865	Cap. J. P. Drennan
	Roanoke (model)	do.		Feb. 13, 1865	Feb. 13, 1865	do.
	Capitola	do.		Feb. 18, 1865	Feb. 18, 1865	do.
Capt. H. B. Lacey, a. q. m.	Star	Steamer	Unk'n.	Unknown	Unknown	Unknown
	Reindeer	do.	do.	do.	do.	do.
	City of Albany	do.	do.	do.	do.	do.
	Eagle	do.	do.	do.	do.	do.
	Hugh Jenkins	do.	do.	do.	do.	do.
	Fanny Garner	do.	do.	do.	do.	do.
	Wanenock	do.	do.	do.	do.	do.
	Patuxent	do.	do.	do.	do.	do.
	Emilie	do.	do.	do.	do.	do.
	Kate	Tug	do.	do.	do.	do.
	Capt. C. G. Sautelle	do.	do.	do.	do.	do.
	Jennie Baker	do.	do.	do.	do.	do.
	Wm. Fisher	do.	do.	do.	do.	do.
	America	Canal-boat	do.	do.	do.	do.
	Lanaconing No. 1	do.	do.	do.	do.	do.
	F. E. Blakeman	do.	do.	do.	do.	do.
	D. Megan	Barge	do.	do.	do.	do.
	Jas. Henry	do.	do.	do.	do.	do.
	Anthony Clinton	do.	do.	do.	do.	do.
	United States	do.	do.	do.	do.	do.
	Chesapeake	St'm-dredge.	Unk'n.	Unknown	Unknown	Unknown
	Citizen	Barge	do.	do.	do.	do.
W. H. Doherty, a. q. m.	Mystic	S. W. str	200			
	Long Island	do.	500			
	J. C. Slaight	do.	7			
	John Farron	do.	275			
	North State	Stern-wheel.	do.			
	Recruit	Schooner	334			
Capt. B. J. F. Han- na, a. q. m.	Canal Boat	do.	Unk'n.			
	Diana	Steamer	do.			
	Lizzie Davis	do.	do.			
	Matamoras	do.	do.			
	Union	Schooner	do.			
	Buchanan	do.	do.			
	Edwin Phillip	Sloop	do.			
	Wild Goose	do.	do.			
	F. Chapman	do.	do.			
	Sunbeam	do.	do.			
Capt. H. W. Per- sing, a. q. m.	Convoy No. 2	Stern-wheel.	200	Not known	Not known	Not known
	J. C. Irwin	Wharf-boat.	150	March, 1865	March, 1865	Capt. A. Edwards.
	W. H. B. No. 19	Coal-barge	do.	Not known	Not known	Not known
	J. P. Hough No. 8	do.	do.	do.	do.	do.
Capt. O. S. Coffin, a. q. m.	Crescent City	Barge	803			Unknown
	E. C. Co. No. 13	do.	do.			do.
	J. Watson & T. Fanett	do.	do.			do.
	Whale No. 2	do.	do.			do.
Capt. S. S. Metcalf, a. q. m.	J. B. Ford	Steamer	400			
	Nashville	do.	375			
	R. C. Wood	do.	do.			
	D. A. January	do.	do.			

employ of the Quartermaster's department, &c.—Continued.

Where char- ter money is payable.	Rate of pay.	Amount paid.	Amount unpaid.	Total earnings.	Remarks.
Ft. Monroe...	\$100 00 per month.				Owned by government.
do.	100 00 do.	\$660 00		\$660 00	Do.
do.	100 00 do.	660 00		660 00	Do.
do.	1,222 00 do.				Do.
do.	1,475 00 do.	5,662 43		5,662 43	Do.
do.	2,200 00 do.	8,261 00		8,261 00	Do.
do.	2,342 50 do.	13,854 30		13,854 30	Do.
do.	2,100 00 do.	6,005 26		6,005 26	Do.
do.	1,490 00 do.	5,365 93		5,365 93	Do.
do.	2,015 00 do.	4,334 10		4,334 10	Do.
do.	1,280 00 do.	5,693 36		5,693 36	Do.
do.	763 00 do.	1,932 50		1,932 50	Do.
do.	2,742 65 do.	6,899 96		6,899 96	Do.
do.	1,146 00 do.	4,433 27		4,433 27	Do.
Washington					Purchased October 3, 1864.
do.					Purchased November 1, 1864.
					Purchased September 9, 1864.
					Owned by government.
					Purchased by order Col. W. W. McKim.
					Do. do.
					Do. do.
				15,395 38	Costs for repairs, fuelling, &c.
				7,149 65	Do. do.
				17,536 20	Do. do.
				16,614 85	Do. do.
				17,146 21	Do. do.
				2,710 56	Paid by quartermaster in Philadelphia from August, 1864, to March, 1865.
				7,272 57	Costs for repairs, fuelling, &c.
				10,423 20	Do. do.
					Paid by quartermaster, Philadelphia.
				3,893 89	Costs for repairs, fuelling, &c.
				6,264 56	Do. do.
					Unserviceable.
				4,047 79	Costs for repairs, fuelling, &c.
				1,380 00	Do. do.
				1,380 00	Do. do.
				1,380 00	Do. do.
				425 00	Transferred to Capt. E. S. Allen.
					Unserviceable.
					Do.
					Do.
				4,725 10	Costs for repairs, fuelling, &c.
					Unserviceable.
					Owned by government.
					Do.
					Do.
					Do.
					Do.
					Do.
					Do.
					Do.
					Do.
					Do.
					Do.
					Do.
					Do.
					In my poss'n from May 1 to June 30, '65.
					Owned by government.
					Do.
					Owned by government. Transferred to Capt. A. C. Woolfolk.
					Owned by government. Borne on my return for Oct. and Nov., 1864.
					Owned by government, and under control of Capt. Metcalf, <i>a. q. m.</i> , from July 1 to August 8, 1864.
					Owned by government, and used as a hosp'l boat from July 1 to Aug. 8, '64.
					Owned by gov't, and used as a hosp'l boat from Aug. 31, '64, to May 22, '65.
					Used as a hospital boat and by government from August 31 to June 30, '64.

No. 55.—Statement of vessels owned by government and in the

Name of officer.	Name of vessel.	Class.	Tons and 95ths.	Date of en- try into service.	When char- tered, im- pressed, or employed.	By whom put into service.
Capt. S. S. Metcalf, <i>a. q. m.</i>	Porter.....	Tow-boat ..	145	.....	.....	.....
	Alone.....	Steamer.....	300	.....	.....	.....
Capt. John H. Rus- sell, <i>a. q. m.</i>	St. Mary's*.....	Side-wheel ..	393. 15	.....	.....	.....
	Hattie.....	Stern-wheel.	102. 51	Unknown ..	.....	.....
	Sumter.....	Centre-wh'l.	59. 34	do.....	.....	.....
Capt. John W. Mc- Kim, <i>a. q. m.</i>	Wm. Stroud.....	Steamer.....	106. 24	.....	.....	.....
Capt. H. Hoge, <i>a.</i> <i>q. m.</i>	Corme.....	do.....	.....	.....	.....	.....
	Ida May.....	do.....	.....	.....	.....	.....
Capt. C. M. Samp- son, <i>a. q. m.</i>	Burnside.....	do.....	200	April 1, 1864	.....	Capt. A. S. Kimball
	Mosswood.....	do.....	131	.....	.....	.....
	Foster.....	No. 1 steamer	200	Dec. 1, 1863	.....	do.....
	Jesup, Gen.....	Propeller...	150	Unknown ..	.....	do.....
	Park.....	Steamer.....	200	May 1, 1864	.....	do.....
	Renot.....	do.....	200	April 1, 1864	.....	do.....
	Shrapnell.....	Canal-boat..	150	May 7, 1864	.....	Col. G. W. Bradley
	Atlanta.....	2d c. riverst'r	158. 35	.....	.....	.....
Capt. Thos. J. Car- lisle, <i>a. q. m.</i>	Bridgeport.....	do.....	130. 76	June, 1864	.....	Capt. A. Edwards, <i>a. q. m.</i>
	Burnside.....	do.....	135. 19	Sept., 1864	.....	do.....
Capt. Thos. J. Car- lisle, <i>a. q. m.</i>	Chattanooga.....	3d c. riverst'r	63	Nov., 1863	.....	do.....
	Chickamauga.....	2d c. riverst'r	158. 21	Unknown ..	.....	do.....
	Dunbar.....	Wreck.....	.....	Oct., 1863	.....	.....
	Grant.....	2d c. riverst'r	129. 9	Aug., 1864	.....	do.....
	Holston.....	3d c. riverst'r	57. 20	Unknown ..	.....	Capt. T. W. Fry, jr., <i>a. q. m.</i>
	Kenesaw.....	2d c. riverst'r	120. 5	Nov., 1864	.....	Capt. L. J. Croxton, <i>a. q. m.</i>
	Kingston.....	3d c. riverst'r	62. 90	Dec., 1863	.....	Capt. A. Edwards, <i>a. q. m.</i>
	Knoxville.....	do.....	30. 83	Jan., 1865	.....	Capt. T. W. Fry, jr., <i>a. q. m.</i>
	Lookout.....	do.....	87. 85	May, 1864	.....	Captain A. E. Ed- wards, <i>a. q. m.</i>
	Missionary.....	do.....	66. 44	do.....	.....	do.....
	Resaca.....	Wreck.....	123. 19	Aug., 1864	.....	Capt. Thos. J. Car- lisle, <i>a. q. m.</i>
	Sherman.....	2d c. riverst'r	112. 48	May, 1864	.....	Captain A. E. Ed- wards, <i>a. q. m.</i>
	Thomas.....	do.....	121. 83	do.....	.....	do.....
	Wauhatchie.....	3d c. riverst'r	59	June, 1864	.....	do.....
	Wm. Stroud.....	Tug-boat...	106. 24	Jan. 11, 1864	Dec. 26, 1865	.....
Captain W. W. McKim, <i>a. q. m.</i> , Boston.						
Captain L. S. Van Vliet, <i>a. q. m.</i>	Autoerat.....	Steamboat..	Unk'n..	Unknown ..	Unknown ..	Unknown ..
	John Ranie.....	do.....	do.....	do.....	do.....	do.....
	Little Giant.....	Steam-tug...	do.....	do.....	do.....	do.....
Capt. D. W. Porter, <i>a. q. m.</i>	Margaret.....	Schooner...	17	do.....	do.....	do.....
Capt. R. A. McCor- mick, <i>a. q. m.</i>	D. Harewood.....	Propeller...	Unk'n..	do.....	do.....	do.....
	Barge.....	Barge.....	do.....	do.....	do.....	do.....
		Canal-boat..	do.....	do.....	do.....	do.....
Capt. Jas. P. Low, <i>a. q. m.</i>	St. Helena.....	S. W. st'r...	275	do.....	do.....	do.....
Capt. H. A. Cook, <i>a. q. m.</i>	North State.....	St'n-wh'l st'r	.....	do.....	do.....	do.....
Capt. T. B. Hunt, <i>a. q. m.</i>	Altamont.....	Steamboat..	500	.....	.....	.....
	Alone.....	do.....	300	.....	.....	.....
	Monarch.....	do.....	.....	.....	.....	.....

* Raised in St. John river. Turned over to me May 1, 1865.

† Never in service.

NOTE.—Under the head of "total earnings," amounting to \$237,625 81, there is reported by officers \$117,744 96 as paid for repairing, fuelling, &c., of these vessels; and the balance, amounting to \$119,880 85, it is not stated from what source it is derived. One (1) steamer and five (5) barges are reported purchased, and one (1) steamboat captured during the fiscal year.

employment of the Quartermaster's department, &c.—Continued.

Where char- ter money is payable.	Rate of pay.	Amount paid.	Amount unpaid.	Total earnings.	Remarks.
					Owned by government, and used as a military harbor and tow-boat from August 15, 1864, to June 30, 1865.
					Owned by government, and used as a transport for government troops and stores from March 1, 1865, to June 21.
					Owned by government.
					Do.
					Do.
					Do.
					Do.
					Do.
					Do.
					Detailed by Col. Blunt, <i>a. q. m.</i>
					Owned by government.
					Do.
					Do.
					Do.
					Owned by government, and rebuilt.
					Built and owned by government.
					Do. do.
					Do. do.
					Do. do.
					Do. do.
					Captured from the rebels at Chat- ta-nooga, Tenn., September, 1863.
					Built and owned by government.
					Do. do.
					Do. do.
					Do. do.
					Do. do.
					Do. do.
					Do. do.
					Do. do.
					Do. do.
					Do. do.
					Do. do.
					Do. do.
					Do. do.
					Owned by government.
					Do.
					Do.
					Do.
					Owned by government, and employed in carrying stores and mail from As- toria, Oregon, to Cape Disappoint- ment, W. T., and back.
					Received from Capt. D. Harney, Bow- ling Green, Ky., per invoice dated June 15, 1865, as serviceable. Ton- nage, date of entry into service, and amount paid not given. They belong to the United States.
					Captured. Formerly "Beauregard."
					Owned by government.
					Do.
					Do.
					Do.

RECAPITULATION.

Steamboats	74	Sloops	4
Steam-tugs	12	Steam-dredge	1
Steam-rams	5	Barges	33
Steamer	1	Lighter	1
Ferry-boats	2	Canal-boats	3
Propellers	8	Wharf-boat	1
Army gunboats	2	Wrecks	2
Steam water-boat	1		
Schooners	5	Total vessels	155

No. 56.—Statement of vessels chartered, impressed, or employed by the

Name of officer.	Name of vessel.	Class.	Tons and 95ths.	Date of entry into service.	When char- tered, im- pressed, or employed.	By whom put into service.
Captain Henry Bow- man, <i>a. q. m.</i>	C. C. Duncan.....	Ship.....	1,527*	May 2, 1865	May 2, 1865	Capt. Henry Bow- man.
	Caroline Nesmith.....	do.....	897	May 3, 1865	May 3, 1865	do.....
	Ella Morton.....	do.....	53†	May 16, 1865	May 16, 1865	do.....
	Free Trade.....	do.....	47	May 12, 1865	May 12, 1865	do.....
	Juliet Trundy.....	do.....	1,330*	Apr. 28, 1865	Apr. 28, 1865	do.....
	Lizzie Moses.....	do.....	1,800	Apr. 5, 1865	Apr. 5, 1865	do.....
	Lisbon.....	do.....	817	Apr. 20, 1865	Apr. 20, 1865	do.....
	New England.....	do.....	1,400	May 5, 1865	May 5, 1865	do.....
	Sebastopol.....	do.....	828	Apr. 7, 1865	Apr. 7, 1865	do.....
	Tamarlane.....	do.....	1,300	Apr. 27, 1865	Apr. 27, 1865	do.....
	Abbey Allen.....	Brig.....	406	Mar. 24, 1865	Mar. 24, 1865	do.....
	Aroostook.....	do.....	392	Mar. 29, 1865	Mar. 29, 1865	do.....
	Belle Barnard.....	do.....	446	Mar. 30, 1865	Mar. 30, 1865	do.....
	Benjamin Carver.....	do.....	249	Apr. 4, 1865	Apr. 4, 1865	do.....
	Belle of the Bay.....	do.....	511	Apr. 26, 1865	Apr. 26, 1865	do.....
	C. H. Jordan.....	do.....	409	Apr. 14, 1865	Apr. 14, 1865	do.....
	Circassian.....	do.....	376	Apr. 20, 1865	Apr. 20, 1865	do.....
	C. W. Ring.....	do.....	422	Apr. 29, 1865	Apr. 29, 1865	do.....
	Chas. Freast.....	do.....	375	May 1, 1865	May 1, 1865	do.....
	Clara Brown.....	do.....	478	May 5, 1865	May 5, 1865	do.....
	G. W. Barter.....	do.....	380	Apr. 17, 1865	Apr. 17, 1865	do.....
	Humboldt.....	do.....	287	Mar. 24, 1865	Mar. 14, 1865	do.....
	Henry Leeds.....	do.....	223	Apr. 27, 1865	Apr. 27, 1865	do.....
	J. Bukmore.....	do.....	420	Mar. 27, 1865	Mar. 27, 1865	do.....
	Joseph Baker.....	do.....	509	Apr. 14, 1865	Apr. 14, 1865	do.....
	Jeremiah.....	do.....	450	May 5, 1865	May 5, 1865	do.....
	Kodika.....	do.....	550	Mar. 31, 1865	Apr. 8, 1865	do.....
	Lincoln Webb.....	do.....	290	Apr. 8, 1865	do.....	do.....
	Leonard Myers.....	do.....	440	May 29, 1865	May 29, 1865	do.....
	Minerva.....	do.....	534	Apr. 12, 1865	Apr. 12, 1865	do.....
	Moses Rogers.....	do.....	509	Apr. 13, 1865	Apr. 13, 1865	do.....
	Nellie Barrett.....	do.....	490	Apr. 4, 1865	Apr. 4, 1865	do.....
	Nellie Barrett.....	do.....	497	June 17, 1865	June 17, 1865	do.....
	Ocean Wave.....	do.....	430	May 4, 1865	May 4, 1865	do.....
	R. M. Hesler.....	do.....	407	May 13, 1865	May 13, 1865	do.....
	Stella.....	do.....	{ 365 2 †	Apr. 4, 1865	Apr. 4, 1865	do.....
	Sea Lion.....	do.....	{ 380 4 †	Apr. 7, 1865	Apr. 7, 1865	do.....
	Samuel Welsh.....	do.....	315	Apr. 11, 1865	Apr. 11, 1865	do.....
	San Antonio.....	do.....	410	June 22, 1865	June 22, 1865	do.....
	Tornado.....	do.....	250	May 3, 1865	May 3, 1865	do.....
	Titania.....	do.....	341	May 11, 1865	May 11, 1865	do.....
	Urania.....	do.....	346	May 5, 1865	May 5, 1865	do.....
	Webster Kelly.....	do.....	275	Mar. 31, 1865	Mar. 31, 1865	do.....
	William Creerey.....	do.....	502	Apr. 18, 1865	Apr. 18, 1865	do.....
	Fanny Foulks.....	do.....	{ 355 464 §	May 16, 1865	May 16, 1865	do.....
	Annie Kimball.....	Bark.....	1,061	Apr. 18, 1865	Apr. 18, 1865	do.....
	Annie.....	do.....	1,002	Apr. 24, 1865	Apr. 24, 1865	do.....
	Atlanta.....	do.....	697	Apr. 26, 1865	Apr. 26, 1865	do.....
	Chas. Brewer.....	do.....	434	Apr. 17, 1865	Apr. 17, 1865	do.....
	Dirigo.....	do.....	620	Mar. 25, 1865	Mar. 25, 1865	do.....
	Elwood Cooper.....	do.....	825	May 13, 1865	May 13, 1865	do.....
	Florence Peters.....	do.....	467	May 2, 1865	May 2, 1865	do.....
	Hunter.....	do.....	521	Apr. 8, 1865	Apr. 8, 1865	do.....
	Hattie Morrison.....	do.....	600	Apr. 27, 1865	Apr. 27, 1865	do.....
	H. D. Brookman.....	do.....	1,000	do.....	do.....	do.....
	Iddo Kimball.....	do.....	754	Mar. 22, 1865	Mar. 22, 1865	do.....
	Iddo Kimball.....	do.....	740	May 30, 1865	May 30, 1865	do.....
	J. M. Harwood.....	do.....	864	May 3, 1865	May 3, 1865	do.....
	Mist.....	do.....	720	June 9, 1865	June 9, 1865	do.....
	M. Williamson.....	do.....	545	Apr. 26, 1865	Apr. 26, 1865	do.....
	Nincoah.....	do.....	558	Apr. 24, 1865	Apr. 24, 1865	do.....
	Nonpareil.....	do.....	550	Apr. 26, 1865	Apr. 26, 1865	do.....
	O. E. Maltby.....	do.....	590	June 5, 1865	June 5, 1865	do.....
	Pawnee.....	do.....	480	May 22, 1865	May 22, 1865	do.....
	Tillie Van Name.....	do.....	653	Apr. 10, 1865	Apr. 10, 1865	do.....
	Trajan.....	do.....	552	Apr. 25, 1865	Apr. 25, 1865	do.....
	Wm. Van Name.....	do.....	752	Apr. 21, 1865	Apr. 21, 1865	do.....
	A. B. Hayes.....	Schooner.....	176	Apr. 26, 1865	Apr. 26, 1865	do.....
	Abigail Haley.....	do.....	350	Apr. 5, 1865	Apr. 5, 1865	do.....
	Active.....	do.....	360	Apr. 24, 1865	Apr. 24, 1865	do.....
	Active.....	do.....	75	May 9, 1865	May 9, 1865	do.....
	A. D. Scull.....	do.....	528	June 19, 1865	June 19, 1865	do.....
	A. E. Martin.....	do.....	390	Apr. 1, 1865	Apr. 1, 1865	do.....
	A. E. Martin.....	do.....		May 5, 1865	May 5, 1865	do.....

* Tons coal.

† Army wagons.

‡ Railroad cars.

§ Car wheels.

Quartermaster's department during the fiscal year ending June 30, 1865.

Where char- ter money is payable.	Rate of pay.	Amount paid.	Amount unpaid.	Total earnings.	Remarks.
Philadelphia.	\$9 50 per ton		\$14,506 50	\$14,506 50	
do.	12 00		10,764 00	10,764 00	
do.	\$84 per wagon & pri.		4,452 00	4,452 00	
do.	84 00		3,948 00	3,948 00	
do.	9 50 per ton		12,635 00	12,635 00	
do.	6 25		11,250 00	11,250 00	
do.	6 25		5,106 25	5,106 25	
do.	6 00		8,400 00	8,400 00	
do.	9 50		7,866 00	7,866 00	
do.	9 50		12,350 00	12,350 00	
do.	6 25		2,537 50	2,537 50	
do.	12 00		4,704 00	4,704 00	
do.	12 00	\$5,352 00		5,352 00	
do.	6 75		1,680 75	1,680 75	
do.	12 00		6,132 00	6,132 00	
do.	9 50		3,885 50	3,885 50	
do.	12 00		4,512 00	4,512 00	
do.	6 00		2,532 00	2,532 00	
do.	6 00		2,250 00	2,250 00	
do.	9 00		4,302 00	4,302 00	
do.	12 00		4,560 00	4,560 00	
do.	5 00		1,435 00	1,435 00	
do.	6 00		1,338 00	1,338 00	
do.	5 00		2,100 00	2,100 00	
do.	12 00		6,108 00	6,108 00	
do.	11 50		5,175 00	5,175 00	
do.	9 50		5,225 00	5,225 00	
do.	6 75		1,957 50	1,957 50	
do.	6 00		2,640 00	2,640 00	
do.	12 00		6,408 00	6,408 00	
do.	12 00		6,108 00	6,108 00	
do.	10 00	4,907 75		4,907 75	
do.	6 75		4,900 00	4,900 00	
do.	12 00		5,160 00	5,160 00	
do.	6 00		2,442 00	2,442 00	
do.	6 00		2,690 00	2,690 00	
do.	250 00				
do.	6 00		3,280 00	3,280 00	
do.	250 00				
do.	8 50	2,994 35		2,994 35	
do.	10 00		4,100 00	4,100 00	
do.	12 00		3,012 00	3,012 00	
do.	6 00		2,046 00	2,046 00	
do.	6 00		2,076 00	2,076 00	
do.	4 00	1,486 66		1,486 66	
do.	12 00		6,024 00	6,024 00	
do.	11 50				
do.	14 50		5,503 21	5,503 21	
do.	6 25		6,631 25	6,631 25	
do.	6 25		6,262 50	6,262 50	
do.	12 00		8,364 00	8,364 00	
do.	6 25		2,712 50	2,712 50	
do.	12 00		7,440 00	7,440 00	
do.	11 50		9,487 50	9,487 50	
do.	12 00		5,604 00	5,604 00	
do.	9 50		4,949 50	4,949 50	
do.	12 00		7,200 00	7,200 00	
do.	9 50		9,500 00	9,500 00	
do.	6 25		4,712 50	4,712 50	
do.	6 00		4,440 00	4,440 00	
do.	12 00		10,368 00	10,368 00	
do.	11 50		8,292 50	8,292 50	
do.	12 00		6,540 00	6,540 00	
do.	12 00		6,696 00	6,696 00	
do.	6 00		3,300 00	3,300 00	
do.	6 00		3,540 00	3,540 00	
do.	6 00		2,880 00	2,880 00	
do.	12 00	7,836 00		7,836 00	
do.	12 00		6,624 00	6,624 00	
do.	12 00		9,024 00	9,024 00	
do.	3 25		572 00	572 00	
do.	4 00		1,400 00	1,400 00	
do.	3 25	1,631 25		1,631 25	
do.	2 75		206 25	206 25	
do.	2 75		1,452 00	1,452 00	
do.	4 00		1,560 00	1,560 00	
do.			1,300 00	1,300 00	

No. 56.—Statement of vessels chartered, impressed, or employed

Name of officer.	Name of vessel.	Class.	Tons and 95ths.	Date of entry into service.	When char- tered, im- pressed, or employed.	By whom put into service.
Captain H. Bowman, <i>a. q. m.</i> —Cont'd.	A. Hammond....	Schooner..	262	Apr. 15, 1865	Apr. 15, 1865	Capt. H. Bowman.
	Aid.....	do.....	284	Apr. 12, 1865	Apr. 12, 1865	do.....
	Alert.....	do.....	272	Apr. 8, 1865	Apr. 8, 1865	do.....
	Alexandria.....	do.....	201	Apr. 21, 1865	Apr. 21, 1865	do.....
	Alice.....	do.....	250	Apr. 24, 1865	Apr. 24, 1865	do.....
	Alice B.....	do.....	359	Apr. 1, 1865	Apr. 1, 1865	do.....
	Allan Downing.....	do.....	232	Apr. 24, 1865	Apr. 24, 1865	do.....
	Alliance.....	do.....	271	Apr. 29, 1865	Apr. 29, 1865	do.....
	A. L. Massey.....	do.....	219	May 1, 1865	May 1, 1865	do.....
	Althea.....	do.....	360	Apr. 27, 1865	Apr. 27, 1865	do.....
	A. M. Aldridge.....	do.....	350	Apr. 17, 1865	Apr. 17, 1865	do.....
	A. M. Edwards.....	do.....	217	Apr. 6, 1865	Apr. 6, 1865	do.....
	Amelia.....	do.....	218	Apr. 4, 1865	Apr. 4, 1865	do.....
	America.....	do.....	165	Mar. 31, 1865	Mar. 31, 1865	do.....
	America.....	do.....	171	Apr. 28, 1865	Apr. 28, 1865	do.....
	A. M. Lee.....	do.....	360	June 15, 1865	June 15, 1865	do.....
	Amos Edwards.....	do.....	455	Mar. 23, 1865	Mar. 23, 1865	do.....
	Amos Edwards.....	do.....	220	May 22, 1865	May 22, 1865	do.....
	Annie.....	do.....	231	Apr. 10, 1865	Apr. 10, 1865	do.....
	Annie.....	do.....	230	May 19, 1865	May 19, 1865	do.....
	Annie.....	do.....	230	June 26, 1865	June 26, 1865	do.....
	Annie Jane.....	do.....	130	Apr. 26, 1865	Apr. 26, 1865	do.....
	Anna S. Carmon.....	do.....	252	Apr. 6, 1865	Apr. 6, 1865	do.....
	Artie Garwood.....	do.....	419	June 15, 1865	June 15, 1865	do.....
	Argus Eye.....	do.....	431	May 29, 1865	May 29, 1865	do.....
	A. Townsend.....	do.....	399	June 17, 1865	June 17, 1865	do.....
	A. Tyrill.....	do.....	287	Apr. 25, 1865	Apr. 25, 1865	do.....
	Augustus.....	do.....	57	Apr. 27, 1865	Apr. 27, 1865	do.....
	Ben Browning.....	do.....	108	Apr. 27, 1865	Apr. 27, 1865	do.....
	B. E. Sharp.....	do.....	233	Apr. 29, 1865	Apr. 29, 1865	do.....
	B. F. Reeves.....	do.....	205	Apr. 12, 1865	Apr. 12, 1865	do.....
	Boston.....	do.....	193	Apr. 25, 1865	Apr. 25, 1865	do.....
	C. Burroughs.....	do.....	301	Apr. 8, 1865	Apr. 8, 1865	do.....
	C. A. Hecksher.....	do.....	177	May 14, 1865	May 14, 1865	do.....
	Calvin Edwards.....	do.....	348	Mar. 30, 1865	Mar. 30, 1865	do.....
	Caroline Keinzal.....	do.....	312	June 26, 1865	June 26, 1865	do.....
	Caroline Keinzal.....	do.....	308	Apr. 1, 1865	Apr. 1, 1865	do.....
	Caroline Virginia.....	do.....	85	Mar. 31, 1865	Mar. 31, 1865	do.....
	Carroll.....	do.....	185	Apr. 6, 1865	Apr. 6, 1865	do.....
	Carroll.....	do.....	189	May 6, 1865	May 6, 1865	do.....
	C. E. Elmer.....	do.....	325	Apr. 3, 1865	Apr. 3, 1865	do.....
	C. E. Elmer.....	do.....	340	May 30, 1865	May 30, 1865	do.....
	Central America.....	do.....	326	Apr. 5, 1865	Apr. 5, 1865	do.....
	C. E. Page.....	do.....	470	Apr. 24, 1865	Apr. 24, 1865	do.....
	Cerro Gordo.....	do.....	170	Apr. 5, 1865	Apr. 5, 1865	do.....
	C. Goodwin.....	do.....	197	May 3, 1865	May 3, 1865	do.....
	Charin.....	do.....	130	Mar. 25, 1865	Mar. 25, 1865	do.....
	Charin.....	do.....	125	Apr. 21, 1865	Apr. 21, 1865	do.....
	Clara.....	do.....	346	Apr. 8, 1865	Apr. 8, 1865	do.....
	Clara.....	do.....	116	Apr. 24, 1865	Apr. 24, 1865	do.....
	C. L. Vandervoort.....	do.....	220	Mar. 23, 1865	Mar. 23, 1865	do.....
	C. M. Williams.....	do.....	170	May 23, 1865	May 23, 1865	do.....
	Connecticut.....	do.....	173	Apr. 13, 1865	Apr. 13, 1865	do.....
	Courier.....	do.....	263	Apr. 26, 1865	Apr. 26, 1865	do.....
	C. W. May.....	do.....	411	Apr. 29, 1865	Apr. 29, 1865	do.....
	Daniel Gifford.....	do.....	350	Apr. 12, 1865	Apr. 12, 1865	do.....
	David Smith.....	do.....	295	Apr. 4, 1865	Apr. 4, 1865	do.....
	Deborah Jones.....	do.....	202	Apr. 14, 1865	Apr. 14, 1865	do.....
	Dirigo.....	do.....	490	Apr. 28, 1865	Apr. 28, 1865	do.....
	D. S. Mershon.....	do.....	296	Mar. 26, 1865	Mar. 26, 1865	do.....
	Edward Ewing.....	do.....	200	Apr. 6, 1865	Apr. 6, 1865	do.....
	Effort.....	do.....	202	May 2, 1865	May 2, 1865	do.....
	E. J. Herraty.....	do.....	244	Apr. 17, 1865	Apr. 17, 1865	do.....
	E. J. Pickup.....	do.....	207	Apr. 11, 1865	Apr. 11, 1865	do.....
	E. L. B. Wales.....	do.....	229	May 3, 1865	May 3, 1865	do.....
	El Dorado.....	do.....	118	Apr. 25, 1865	Apr. 25, 1865	do.....
	El Dorado.....	do.....	115	May 1, 1865	May 1, 1865	do.....
	Eliza Ann.....	do.....	150	Mar. 28, 1865	Mar. 28, 1865	do.....
	Elizabeth.....	do.....	190	Apr. 20, 1865	Apr. 20, 1865	do.....
	Elizabeth and El- eanor.....	do.....	349	May 13, 1865	May 13, 1865	do.....
	Eliz'beth Edwards.....	do.....	278	Mar. 21, 1865	Mar. 21, 1865	do.....
	Ellen Arran.....	do.....	77	May 2, 1865	May 2, 1865	do.....
	Ellicott.....	do.....	261	Apr. 27, 1865	Apr. 27, 1865	do.....
	Elwood Doran.....	do.....	387	Mar. 25, 1865	Mar. 25, 1865	do.....
	Elwood Doran.....	do.....	396	Apr. 21, 1865	Apr. 21, 1865	do.....
	Emma L. Day.....	do.....	193	Apr. 6, 1865	Apr. 6, 1865	do.....
	Emeline Rickey.....	do.....	186	Apr. 4, 1865	Apr. 4, 1865	do.....

by the Quartermaster's department, &c.—Continued.

Where charter money is payable.	Rate of pay.	Amount paid.	Amount unpaid.	Total earnings.	Remarks.
Philadelphia ..	\$3 50 per ton ..		\$1,917 00	\$1,917 00	
do ..	3 90 .. do ..		1,107 60	1,107 60	
do ..	6 00 .. do ..		2,382 00	2,382 00	
do ..	3 25 .. do ..		653 25	653 25	
do ..	12 00 .. do ..		3,000 00	3,000 00	
do ..	6 75 .. do ..	\$3,993 70		3,993 70	
do ..	3 25 .. do ..		754 00	754 00	
do ..	3 25 .. do ..		880 75	880 75	
do ..	2 75 .. do ..		602 25	602 25	
do ..	12 00 .. do ..		4,320 00	4,320 00	
do ..	3 50 .. do ..		1,225 00	1,225 00	
do ..	4 00 .. do ..		868 00	868 00	
do ..	4 25 .. do ..	926 50		926 50	
do ..	5 00 .. do ..	825 00		825 00	
do ..	3 25 .. do ..		555 75	555 75	
do ..	2 75 .. do ..		990 00	990 00	
do ..	6 75 .. do ..		3,071 25	3,071 25	
do ..	6 00 .. do ..	3,241 56		3,241 56	
do ..	5 00 .. do ..		1,155 00	1,155 00	
do ..	2 75 .. do ..		632 50	632 50	
do ..	2 75 .. do ..		632 50	632 50	
do ..	3 50 .. do ..		455 00	455 00	
do ..	4 00 .. do ..		1,008 00	1,008 00	
do ..	2 75 .. do ..		1,152 25	1,152 25	
do ..	11 50 .. do ..		4,956 50	4,956 50	
do ..	2 75 .. do ..		1,097 25	1,097 25	
do ..	3 25 .. do ..		932 75	932 75	
do ..	2 75 .. do ..		156 75	156 75	
do ..	3 25 .. do ..		351 00	351 00	
do ..	2 75 .. do ..		640 75	640 75	
do ..	3 50 .. do ..		717 50	717 50	
do ..	3 00 .. do ..		579 00	579 00	
do ..	6 00 .. do ..		2,306 00	2,306 00	
do ..	2 75 .. do ..		485 75	485 75	
do ..	7 00 .. do ..	3,251 62		3,251 62	
do ..	2 75 .. do ..		858 00	858 00	
do ..	4 00 .. do ..	1,472 62		1,472 62	
do ..	5 00 .. do ..	425 00		425 00	
do ..	4 00 .. do ..		740 00	740 00	
do ..	6 00 .. do ..		1,134 00	1,134 00	
do ..	4 00 .. do ..		1,300 00	1,300 00	
do ..	2 75 .. do ..		935 00	935 00	
do ..	6 00 .. do ..		2,010 00	2,010 00	
do ..	4 00 .. do ..		1,880 00	1,880 00	
do ..	7 00 .. do ..		1,190 00	1,190 00	
do ..	2 75 .. do ..		541 75	541 75	
do ..	5 00 .. do ..		650 00	650 00	
do ..	3 00 .. do ..		375 00	375 00	
do ..	4 00 .. do ..		1,384 00	1,384 00	
do ..	3 25 .. do ..		377 00	377 00	
do ..	5 00 .. do ..		1,100 00	1,100 00	
do ..	6 50 .. do ..		1,105 00	1,105 00	
do ..	3 50 .. do ..		605 50	605 50	
do ..	3 00 .. do ..	1,150 57		1,150 57	
do ..	2 75 .. do ..		1,130 25	1,130 25	
do ..	6 00 .. do ..		2,850 00	2,850 00	
do ..	4 00 .. do ..		1,180 00	1,180 00	
do ..	7 00 .. do ..	1,540 25		1,540 25	
do ..	3 00 .. do ..		1,470 00	1,470 00	
do ..	5 00 .. do ..		1,480 00	1,480 00	
do ..	4 25 .. do ..	850 00		850 00	
do ..	3 25 .. do ..		656 50	656 50	
do ..	4 00 .. do ..		976 00	976 00	
do ..	4 00 .. do ..		828 00	828 00	
do ..	2 75 .. do ..		629 75	629 75	
do ..	4 00 .. do ..		472 00	472 00	
do ..	2 75 .. do ..		316 25	316 25	
do ..	5 00 .. do ..	750 00		750 00	
do ..	3 25 .. do ..		617 50	617 50	
do ..	2 75 .. do ..		959 75	959 75	
do ..	7 00 .. do ..		1,946 00	1,946 00	
do ..	2 75 .. do ..		211 75	211 75	
do ..	12 00 .. do ..		3,132 00	3,132 00	
do ..	5 00 .. do ..		1,935 00	1,935 00	
do ..	3 25 .. do ..		1,287 00	1,287 00	
do ..	7 00 .. do ..	2,140 93		2,140 93	
do ..	7 00 .. do ..	1,348 50		1,348 50	

No. 56.—Statement of vessels chartered, impressed, or employed

Name of officer.	Name of vessel.	Class.	Tons and 95ths.	Date of entry into service.	When char- tered, im- pressed, or employed.	By whom put into service.
Captain H. Bowman, a. g. m.—Cont'd.	Ephriam & Anna.	Schooner ..	321	June 26, 1865	June 26, 1865	Capt. H. Bowman.
	Ephriam & Anna.	do.	315	Apr. 20, 1865	Apr. 20, 1865	do.
	E. T. Allen	do.	420	Apr. 5, 1865	Apr. 5, 1865	do.
	E. W. Gardiner.	do.	270	Mar. 21, 1865	Mar. 21, 1865	do.
	E. W. Perry	do.	247	Apr. 11, 1865	Apr. 11, 1865	do.
	E. W. Perry	do.	202	May 31, 1865	May 31, 1865	do.
	Eveline	do.	216	Apr. 27, 1865	Apr. 27, 1865	do.
	F. C. Smith	do.	168	Apr. 12, 1865	Apr. 12, 1865	do.
	F. C. Smith	do.	170	May 31, 1865	May 31, 1865	do.
	F. F. Randolph.	do.	189	Apr. 18, 1865	Apr. 18, 1865	do.
	Fidelia	do.	205	Apr. 11, 1865	Apr. 11, 1865	do.
	Fidelia	do.	208	June 22, 1865	June 22, 1865	do.
	Florence	do.	110	Apr. 27, 1865	Apr. 27, 1865	do.
	Forest King.	do.	450	Apr. 17, 1865	Apr. 17, 1865	do.
	G. A. Bearse	do.	360	Apr. 24, 1865	Apr. 24, 1865	do.
	G. C. Morris	do.	349	Apr. 8, 1865	Apr. 8, 1865	do.
	Gem	do.	650	Apr. 24, 1865	Apr. 24, 1865	do.
	Geo. Edwards	do.	270	Apr. 1, 1865	Apr. 1, 1865	do.
	Geo. Franklin	do.	120	Apr. 24, 1865	Apr. 24, 1865	do.
	Geo. Henry	do.	101	Mar. 24, 1865	Mar. 24, 1865	do.
	Geo. J. Marsh	do.	460	Apr. 29, 1865	Apr. 29, 1865	do.
	Geo. Twibill	do.	203	Apr. 25, 1865	Apr. 25, 1865	do.
	Gilbert Green.	do.	172	Apr. 6, 1865	Apr. 6, 1865	do.
	Gov. Burton	do.		Apr. 4, 1865	Apr. 4, 1865	do.
	Hannah	do.	170	Mar. 24, 1865	Mar. 24, 1865	do.
	Harriet & Sarah	do.	200	Mar. 29, 1865	Mar. 29, 1865	do.
	Harriet & Sarah	do.	200	Apr. 29, 1865	Apr. 29, 1865	do.
	Hartstein	do.	795	May 13, 1865	May 13, 1865	do.
	H. A. Weeks	do.	236	Apr. 27, 1865	Apr. 27, 1865	do.
	H. Blackman	do.	228	Mar. 22, 1865	Mar. 22, 1865	do.
	Henriette	do.	94	Apr. 27, 1865	Apr. 27, 1865	do.
	Heroine	do.	164	Apr. 27, 1865	Apr. 27, 1865	do.
	H. McFadden	do.	131	Apr. 25, 1865	Apr. 25, 1865	do.
	H. M. Wright	do.	117. 3	Apr. 23, 1864	Apr. 23, 1864	Capt. A. Boyd.
	Honest Abe	do.	143	Apr. 7, 1865	Apr. 7, 1865	Capt. H. Bowman.
	H. P. Simmons	do.	210	Mar. 31, 1865	Mar. 31, 1865	do.
	H. P. Simmons	do.	105	Apr. 12, 1865	Apr. 12, 1865	do.
	H. P. Simmons	do.	207	May 24, 1865	May 24, 1865	do.
	Ida L.	do.	145	May 1, 1865	May 1, 1865	do.
	Jacob Keinzle	do.	328	Apr. 20, 1865	Apr. 20, 1865	do.
	James Barrett	do.	251	Apr. 21, 1865	Apr. 21, 1865	do.
	Jas. B. Johnson	do.	220	May 1, 1865	May 1, 1865	do.
	James Deverty	do.	221	Apr. 8, 1865	Apr. 8, 1865	do.
	James Logan	do.	367	Mar. 27, 1865	Mar. 27, 1865	do.
	Jas. Satherwait	do.	381	Mar. 25, 1865	Mar. 25, 1865	do.
	J. A. Parsons	do.	356	May 11, 1865	May 11, 1865	do.
	J. B. Clayton	do.	350	Mar. 27, 1865	Mar. 27, 1865	do.
	J. Clark	do.	304	Apr. 8, 1865	Apr. 8, 1865	do.
	J. E. Simmons	do.	373	Apr. 6, 1865	Apr. 6, 1865	do.
	J. G. Babcock	do.	385	Mar. 23, 1865	Mar. 23, 1865	do.
	John H. French	do.	345	Mar. 22, 1865	Mar. 22, 1865	do.
	J. M. Broomall	do.	345	Mar. 22, 1865	Mar. 22, 1865	do.
	J. M. Flanagan	do.	375	Mar. 23, 1865	Mar. 23, 1865	do.
	Jane U. Baker	do.	338	Apr. 3, 1865	Apr. 3, 1865	do.
	J. P. McDewett	do.	200	Apr. 27, 1865	Apr. 27, 1865	do.
	John R. Ford	do.	138. 63	Apr. 23, 1864	Apr. 23, 1864	Capt. A. Boyd
	J. S. Shindler	do.	429	Apr. 29, 1865	Apr. 29, 1865	Capt. H. Bowman.
	J. S. Weldon	do.	183	Apr. 12, 1865	Apr. 12, 1865	do.
	J. W. Bacon	do.	80	May 11, 1865	May 11, 1865	do.
	J. W. Haig	do.	270	May 1, 1865	May 1, 1865	do.
	Joanna	do.	160	May 1, 1865	May 1, 1865	do.
	John Beatty	do.	156	Mar. 29, 1865	Mar. 29, 1865	do.
	John Beatty	do.	166	May 2, 1865	May 2, 1865	do.
	John Dorrance	do.	358	Mar. 30, 1865	Mar. 30, 1865	do.
	John Lancaster	do.	204	Mar. 24, 1865	Mar. 24, 1865	do.
	John Rogers	do.	165	Apr. 1, 1865	Apr. 1, 1865	do.
	John Shay	do.	468	Apr. 3, 1865	Apr. 3, 1865	do.
	John Shay	do.	477	June 26, 1865	June 26, 1865	do.
	John Slussman	do.	371	Apr. 15, 1865	Apr. 15, 1865	do.
	John Stockham	do.	260	Apr. 3, 1865	Apr. 3, 1865	do.
	Jos. Porter	do.	250	Apr. 4, 1865	Apr. 4, 1865	do.
	Judge Runyan	do.	183	Mar. 21, 1865	Mar. 21, 1865	do.
	Judge Runyan	do.	184	Apr. 28, 1865	Apr. 28, 1865	do.
	Julia Morton	do.	225	June 14, 1865	June 14, 1865	do.
	Julia Smith	do.	250	Mar. 25, 1865	Mar. 25, 1865	do.
	Kansas	do.	102	May 12, 1865	May 12, 1865	do.
	Kate Edwards	do.	295	Apr. 26, 1865	Apr. 26, 1865	do.
	Kate Callahan	do.	190	May 1, 1865	May 1, 1865	do.

by the Quartermaster's department, &c.—Continued.

Where char- ter money is payable.	Rate of pay.	Amount paid.	Amount unpaid.	Total earnings.	Remarks.
Philadelphia ..	\$2 75 per ton ..		\$882 75	\$882 75	
do ..	6 25 .. do ..		1,968 75	1,968 75	
do ..	4 00 .. do ..		1,680 00	1,680 00	
do ..	6 50 .. do ..		2,755 00	2,755 00	
do ..	4 00 .. do ..	\$1,640 08		1,640 08	
do ..	6 50 .. do ..		1,313 00	1,313 00	
do ..	6 00 .. do ..		1,296 00	1,296 00	
do ..	4 50 .. do ..	1,184 19		1,184 19	
do ..	6 50 .. do ..		1,105 00	1,105 00	
do ..	3 50 .. do ..		661 50	661 50	
do ..	4 50 .. do ..	1,018 57		1,018 57	
do ..	2 75 .. do ..		572 00	572 00	
do ..	2 75 .. do ..		302 50	302 50	
do ..	12 00 .. do ..		5,400 00	5,400 00	
do ..	6 00 .. do ..		2,160 00	2,160 00	
do ..	4 00 .. do ..		1,396 00	1,396 00	
do ..	12 00 .. do ..	7,800 00		7,800 00	
do ..	4 00 .. do ..		1,080 00	1,080 00	
do ..	3 25 .. do ..		390 00	390 00	
do ..	5 00 .. do ..		505 00	505 00	
do ..	6 00 .. do ..		2,760 00	2,760 00	
do ..	3 25 .. do ..		659 75	659 75	
do ..	7 00 .. do ..		1,204 00	1,204 00	
do ..		3,853 12		3,853 12	
do ..	5 00 .. do ..	850 00		850 00	
do ..	4 00 .. do ..		800 00	800 00	
do ..	2 75 .. do ..		550 00	550 00	
do ..	11 50 .. do ..		9,142 50	9,142 50	
do ..	3 00 .. do ..		708 00	708 00	
do ..	7 00 .. do ..		1,596 00	1,596 00	
do ..	2 50 .. do ..		235 00	235 00	
do ..	3 00 .. do ..	917 37		917 37	
do ..	1 70 .. do ..		222 70	222 70	
do ..	468 12 per month	1,404 36	1,637 60	3,041 96	
do ..	4 00 per ton ..		572 00	572 00	
do ..	4 00 .. do ..	840 00		840 00	
do ..	6 00 .. do ..	2,591 70		2,591 70	
do ..	6 50 .. do ..		1,345 50	1,345 50	
do ..	3 25 .. do ..		471 25	471 25	
do ..	3 25 .. do ..		1,066 00	1,066 00	
do ..	3 75 .. do ..		941 25	941 25	
do ..	3 25 .. do ..		715 00	715 00	
do ..	4 00 .. do ..		884 00	884 00	
do ..	4 00 .. do ..		1,468 00	1,468 00	
do ..	4 00 .. do ..	2,024 01		2,024 01	
do ..	2 75 .. do ..		979 00	979 00	
do ..	6 00 .. do ..		2,100 00	2,100 00	
do ..	4 00 .. do ..		1,216 00	1,216 00	
do ..	4 00 .. do ..		1,492 00	1,492 00	
do ..	6 00 .. do ..		2,310 00	2,310 00	
do ..	5 00 .. do ..		1,500 00	1,500 00	
do ..	4 00 .. do ..		1,380 00	1,380 00	
do ..	5 00 .. do ..	1,933 58		1,933 58	
do ..	6 00 .. do ..	5,135 50		5,135 50	
do ..	2 75 .. do ..		550 00	550 00	
do ..	196 81 per month	2,218 60	2,218 60	4,437 20	
do ..	6 00 per ton ..		2,574 00	2,574 00	
do ..	6 00 .. do ..	3,553 00		3,553 00	
do ..	2 75 .. do ..		220 00	220 00	
do ..	3 25 .. do ..		877 50	877 50	
do ..	3 25 .. do ..		520 00	520 00	
do ..	7 00 .. do ..	1,189 50		1,189 50	
do ..	3 25 .. do ..		539 50	539 50	
do ..	4 25 .. do ..	1,521 50		1,521 50	
do ..	4 00 .. do ..	1,345 12		1,345 12	
do ..	4 50 .. do ..		742 50	742 50	
do ..	6 75 .. do ..		3,159 00	3,159 00	
do ..	2 75 .. do ..		1,311 75	1,311 75	
do ..	4 35 .. do ..		1,613 85	1,613 85	
do ..	6 00 .. do ..		2,560 00	2,560 00	
do ..	4 00 .. do ..		1,000 00	1,000 00	
do ..	3 50 .. do ..		640 50	640 50	
do ..	2 75 .. do ..		506 00	506 00	
do ..					
do ..	7 00 .. do ..	2,218 75		2,218 75	
do ..	2 75 .. do ..		280 50	280 50	
do ..	3 00 .. do ..		885 00	885 00	
do ..	3 25 .. do ..		617 50	617 50	

No. 56.—Statement of vessels chartered, impressed, or employed

Name of officer.	Name of vessel.	Class.	Tons and 95ths.	Date of entry into service.	When char- tered, im- pressed, or employed.	By whom put into service.
Captain H. Bowman, q. m.—Cont'd.	L. A. Danenhower	Schooner ..	369	Apr. 13, 1865	Apr. 13, 1865	Capt. H. Bowman.
	L. A. May	do	301	Apr. 13, 1865	Apr. 13, 1865	do
	Lady Ellen	do	296	May 1, 1865	May 1, 1865	do
	Lady Emma	do	225	May 13, 1865	May 13, 1865	do
	L. B. Cowperwait	do	442	Apr. 11, 1865	Apr. 11, 1865	do
	L. D. Janard	do	190	Mar. 29, 1865	Mar. 29, 1865	do
	L. D. Janard	do	188	Apr. 29, 1865	Apr. 29, 1865	do
	Lizzie Lawson	do	300	Apr. 1, 1865	Apr. 1, 1865	do
	Lizzie Maul	do	315	Mar. 30, 1865	Mar. 30, 1865	do
	Lizzie Raymond	do	213	Mar. 30, 1865	Mar. 30, 1865	do
	Laud M. Reed	do	315	Mar. 25, 1865	Mar. 25, 1865	do
	Lottie Klotts	do	600	Apr. 21, 1865	Apr. 21, 1865	do
	Louisa Frazer	do	400	Apr. 8, 1865	Apr. 8, 1865	do
	Lucy Church	do	245	Apr. 21, 1865	Apr. 21, 1865	do
	Lucy Robinson	do	136	Mar. 28, 1865	Mar. 28, 1865	do
	Lydia R. Ogden	do	108. 16	Apr. 25, 1864	Apr. 25, 1864	Capt. A. Boyd.
	Maggie Vandusen	do	212	Apr. 4, 1865	Apr. 4, 1865	Capt. H. Bowman.
	Mag'e M. Weaver	do	322	May 4, 1865	May 4, 1865	do
	Marg'et Kennedy	do	122	Apr. 11, 1865	Apr. 11, 1865	do
	Margaret Plater	do		Apr. 7, 1865	Apr. 7, 1865	do
	Margaret Powell	do	218	Apr. 5, 1865	Apr. 5, 1865	do
	Marg. Rhinehard	do	360	Apr. 14, 1865	Apr. 14, 1865	do
	Marr'te Steetman	do	441	Mar. 25, 1865	Mar. 25, 1865	do
	Mary Ann	do	204	Apr. 27, 1865	Apr. 27, 1865	do
	Mary D. Ireland	do	373	June 20, 1865	June 20, 1865	do
	Mary Elizabeth	do	138	Mar. 23, 1865	Mar. 23, 1865	do
	Mary Elizabeth	do	139	Apr. 24, 1865	Apr. 24, 1865	do
	Mary Haley	do	301	Mar. 22, 1865	Mar. 22, 1865	do
	Mary Haley	do	303	Apr. 14, 1865	Apr. 14, 1865	do
	Mary Johnson	do	196	Apr. 14, 1865	Apr. 14, 1865	do
	Mary Miller	do		Mar. 22, 1865	Mar. 22, 1865	do
	Mary Milnes	do	500	June 20, 1865	June 20, 1865	do
	Mary C. Hudson	do	416	Mar. 27, 1865	Mar. 27, 1865	do
	Mattie Baker	do	460	May 17, 1865	May 17, 1865	do
	Merchant	do	100	Apr. 13, 1865	Apr. 13, 1865	do
	M. R. Sansom	do	581	May 4, 1865	May 4, 1865	do
	Nancy R. Hagan	do	248	Apr. 26, 1865	Apr. 26, 1865	do
	N. B. T. Thompson	do	228	June 21, 1865	June 21, 1865	do
	N. E. Clark	do	331	May 1, 1865	May 1, 1865	do
	N. E. Clark	do	328	June 17, 1865	June 17, 1865	do
	Neptune	do	193	Apr. 8, 1865	Apr. 8, 1865	do
	Nightingale	do	226	Apr. 4, 1865	Apr. 4, 1865	do
	Ocean Bird	do		Apr. 13, 1865	Apr. 13, 1865	do
	Ocean Breeze	do	366	Mar. 25, 1865	Mar. 25, 1865	do
	Ocean Traveller	do	304	Mar. 23, 1865	Mar. 23, 1865	do
	Ocean Traveller	do	4*	Mar. 27, 1865	Mar. 27, 1865	do
	Only Daughter	do	452	May 15, 1865	May 15, 1865	do
	P. A. Sanders	do	268	Apr. 20, 1865	Apr. 20, 1865	do
	P. A. Sanders	do	272	June 13, 1865	June 13, 1865	do
	Pathway	do	350	Apr. 25, 1865	Apr. 25, 1865	do
	Pangessett	do	340	Apr. 17, 1865	Apr. 17, 1865	do
	Pangessett	do	340	June 26, 1865	June 26, 1865	do
	P. Boice	do	351	Apr. 3, 1865	Apr. 3, 1865	do
	P. Boice	do	350	May 3, 1865	May 3, 1865	do
	Pequonnock	do	313	Apr. 10, 1865	Apr. 10, 1865	do
	Percy Heilnor	do	172	June 5, 1865	June 5, 1865	do
	Percy Heilnor	do	160	Apr. 6, 1865	Apr. 6, 1865	do
	Pocahontas	do	290	Mar. 25, 1865	Mar. 25, 1865	do
	Polly Price	do	264	Apr. 8, 1865	Apr. 8, 1865	do
	Porto Rico	do	80	Mar. 23, 1865	Mar. 23, 1865	do
	Potomac	do	230	Apr. 11, 1865	Apr. 11, 1865	do
	P. M. Wheaton	do	405	Apr. 28, 1865	Apr. 28, 1865	do
	Pursuit	do	104	May 1, 1865	May 1, 1865	do
	Que'n of the South	do	505	May 5, 1865	May 5, 1865	do
	Rachael Seaman	do	228	Apr. 7, 1865	Apr. 7, 1865	do
	Rappahannock	do	236	May 5, 1865	May 5, 1865	do
	Restless	do	232	Apr. 5, 1865	Apr. 5, 1865	do
	Revenue	do	300	Apr. 6, 1865	Apr. 6, 1865	do
	Revenue	do	303	May 2, 1865	May 2, 1865	do
	R. G. Whilden	do	312	Apr. 7, 1865	Apr. 7, 1865	do
	R. H. Shannon	do	211	Apr. 6, 1865	Apr. 6, 1865	do
	R. J. Mercer	do	267	Apr. 8, 1865	Apr. 8, 1865	do
	R. R. R. No. 46	do	205	Apr. 17, 1865	Apr. 17, 1865	do
	R. R. R. No. 43	do	208	Apr. 17, 1865	Apr. 17, 1865	do
	R. W. Dillon	do	377	Apr. 25, 1865	Apr. 25, 1865	do
	S. A. Boice	do	268	Apr. 4, 1865	Apr. 4, 1865	do
	Saco	do	173	Apr. 18, 1865	Apr. 18, 1865	do

* Railroad cars.

by the Quartermaster's department, &c —Continued.

Where char- ter money is payable.	Rate of pay.	Amount paid.	Amount unpaid.	Total earnings.	Remarks.
Philadelphia..	\$4 00 per ton ..		\$1,476 00	\$1,476 00	
do.	4 97...do.		1,495 97	1,495 97	
do.	2 75...do.		814 00	814 00	
do.	1 25...do.		281 25	281 25	
do.	4 50...do.		1,989 00	1,989 00	
do.	5 00...do.		950 00	950 00	
do.	2 75...do.		517 00	517 00	
do.	6 00...do.		2,800 00	2,800 00	
do.	6 00...do.	\$5,286 25		5,286 25	
do.	4 50...do.		958 50	958 50	
do.	7 00...do.		2,205 00	2,205 00	
do.	6 00...do.		3,600 00	3,600 00	
do.	6 75...do.		2,700 00	2,700 00	
do.	3 75...do.		918 75	918 75	
do.	5 00...do.		680 00	680 00	
do.	432 66 per month	1,573 96	909 30	2,483 26	
do.	4 00 per ton...	1,060 00		1,060 00	
do.	2 75...do.		885 50	885 50	
do.	4 00...do.		488 00	488 00	
do.		360 00		360 00	
do.	4 25...do.	926 50		926 50	
do.	3 50...do.		1,260 00	1,260 00	
do.	4 00...do.	1,764 00		1,764 00	
do.	3 00...do.		612 00	612 00	
do.	2 75...do.		1,025 75	1,025 75	
do.	7 00...do.		966 00	966 00	
do.	4 00...do.		556 00	556 00	
do.	4 00...do.		1,204 00	1,204 00	
do.	3 50...do.		1,060 50	1,060 50	
do.	3 50...do.		686 00	686 00	
do.		2,176 87		2,176 87	
do.	2 75...do.		1,375 00	1,375 00	
do.	4 00...do.		1,664 00	1,664 00	
do.	6 00...do.		2,760 00	2,760 00	
do.	4 00...do.		400 00	400 00	
do.	3 25...do.		1,888 25	1,888 25	
do.	3 25...do.	1,333 00		1,333 00	
do.	2 75...do.		792 00	792 00	
do.	2 75...do.		910 25	910 25	
do.	2 75...do.		902 00	902 00	
do.	4 00...do.	772 00		772 00	
do.	4 25...do.	960 50		960 50	
do.			500 00	500 00	
do.	5 00...do.		1,830 00	1,830 00	
do.	6 00 } ..do.	5,059 75		5,059 75	
do.	250 00 }				
do.	2 75...do.		1,243 00	1,243 00	
do.	6 00...do.	1,733 62		1,733 62	
do.	2 75...do.		748 00	748 00	
do.	3 00...do.		1,050 00	1,050 00	
do.	4 00...do.		1,360 00	1,360 00	
do.	2 75...do.		935 00	935 00	
do.	4 50...do.	1,612 40		1,612 40	
do.	6 00...do.		2,100 00	2,100 00	
do.	6 00...do.		1,878 00	1,878 00	
do.	2 50...do.		430 00	430 00	
do.	7 00...do.		1,120 00	1,120 00	
do.	5 00...do.		1,450 00	1,450 00	
do.	4 50...do.		1,188 00	1,188 00	
do.	5 00...do.		400 00	400 00	
do.	4 00...do.		920 00	920 00	
do.	3 00...do.		1,215 00	1,215 00	
do.	2 75...do.		286 00	286 00	
do.	6 00...do.		3,030 00	3,030 00	
do.	6 00...do.		3,268 00	3,268 00	
do.	2 25...do.		531 00	531 00	
do.	6 00...do.		2,392 00	2,392 00	
do.	4 50...do.		1,350 00	1,350 00	
do.	3 25...do.		984 75	984 75	
do.	4 00...do.		1,248 00	1,248 00	
do.	6 00...do.		2,266 00	2,266 00	
do.	4 50...do.		1,201 50	1,201 50	
do.	2 50...do.		512 50	512 50	
do.	2 50...do.		520 00	520 00	
do.	6 00...do.		2,262 00	2,262 00	
do.	4 00...do.	1,381 87		1,381 87	
do.	3 75...do.		648 75	648 75	

No. 56.—Statement of vessels chartered, impressed, or employed

Name of officer.	Name of vessel.	Class.	Tons and 95ths.	Date of entry into service.	When char- tered, im- pressed, or employed.	By whom put into service.
Captain H. Bowman, a. q. m.—Cont'd.	S. A. Hammond.	Schooner ..	350	Mar. 24, 1865	Mar. 24, 1865	Capt. H. Bowman
	Sarah A. Taylor.	do	165	Mar. 30, 1865	Mar. 30, 1865	do
	Sarah A. Taylor.	do	163	May 3, 1865	May 3, 1865	do
	Sarah C. Willitts.	do		May 30, 1865	May 30, 1865	do
	Sarah Louisa.	do	103. 86	Apr. 22, 1864	Apr. 22, 1864	Captain A. Boyd.
	Sarah Selser.	do	190	Apr. 1, 1865	Apr. 1, 1865	Capt. H. Bowman.
	S. B. Wheeler.	do	402	Apr. 20, 1865	Apr. 20, 1865	do
	S. C. Whillits.	do	173	Apr. 5, 1865	Apr. 5, 1865	do
	S. H. Sharp.	do	350	Mar. 30, 1865	Mar. 30, 1865	do
	Sidney C. Tyler.	do	418	Mar. 30, 1865	Mar. 30, 1865	do
	Sidney Price.	do	336	Apr. 28, 1865	Apr. 28, 1865	do
	S. L. Simmons.	do	340	Apr. 26, 1865	Apr. 26, 1865	do
	Snow Flake.	do	245	Mar. 24, 1865	Mar. 24, 1865	do
	Snow Flake.	do	253	Apr. 13, 1865	Apr. 13, 1865	do
	Sophia Ann.	do	257	Apr. 1, 1865	Apr. 1, 1865	do
	Sophia Ann.	do	259	Apr. 3, 1865	Apr. 3, 1865	do
	Sparkle.	do	202	May 2, 1865	May 2, 1865	do
	Specie.	do	100	May 1, 1865	May 1, 1865	do
	Star.	do	84	Apr. 28, 1865	Apr. 28, 1865	do
	Steph. Hotchkiss.	do	328	Apr. 6, 1865	Apr. 6, 1865	do
	S. F. Garrison.	do	207	Apr. 15, 1865	Apr. 15, 1865	do
	Susan.	do	211	Apr. 7, 1865	Apr. 7, 1865	do
	Thomas Page.	do	192	May 16, 1865	May 16, 1865	do
	Three Sisters.	do	117	May 1, 1865	May 1, 1865	do
	Trade Wind.	do	350	Mar. 25, 1865	Mar. 25, 1865	do
	Trade Wind.	do	270	May 3, 1865	May 3, 1865	do
	T. T. Derringer.	do	330	Apr. 6, 1865	Apr. 6, 1865	do
	Typhoon.	do	340	Mar. 28, 1865	Mar. 28, 1865	do
	Vacht Sharp.	do	332	May 2, 1865	May 2, 1865	do
	W. B. Morgan.	do	108	Apr. 28, 1865	Apr. 28, 1865	do
	W. C. Atwater.	do	300	Mar. 29, 1865	Mar. 29, 1865	do
	W. F. Garrison.	do	374	May 1, 1865	May 1, 1865	do
	W. F. Phelps.	do	411	May 24, 1865	May 24, 1865	do
	W. G. Bartlett.	do	324	June 17, 1865	June 17, 1865	do
	W. G. Bartlett.	do	325	May 1, 1865	May 1, 1865	do
	W. L. Springs.	do	311	May 30, 1865	May 30, 1865	do
	W. M. Wilson.	do	400	Apr. 1, 1865	Apr. 1, 1865	do
	W. P. Cox.	do	218	Apr. 10, 1865	Apr. 10, 1865	do
	W. S. Low.	do	330	Apr. 13, 1865	Apr. 13, 1865	do
	West Wind.	do	250	Mar. 28, 1865	Mar. 28, 1865	do
	White Cloud.	do	335	Mar. 21, 1865	Mar. 21, 1865	do
	White Squall.	do	274	Apr. 7, 1865	Apr. 7, 1865	do
	William Wallace.	do	367	Mar. 27, 1865	Mar. 27, 1865	do
	Wind.	do	200	May 10, 1865	May 10, 1865	do
	Wings of Morning.	do	303	Apr. 6, 1865	Apr. 6, 1865	do
	Winter Shrub.	do	80	Mar. 31, 1865	Mar. 31, 1865	do
	Wm. Donnelly.	do	195	June 24, 1865	June 24, 1865	do
	Wm. Kennedy.	do	124	Apr. 12, 1865	Apr. 12, 1865	do
	Wm. Loper.	do	160	Apr. 20, 1865	Apr. 20, 1865	do
	Wm. Paxson.	do	300	Apr. 7, 1865	Apr. 7, 1865	do
	Wm. Saulsbury.	do	251	Apr. 12, 1865	Apr. 12, 1865	do
	D. R. Story.	Sloop		Mar. 22, 1865	Mar. 22, 1865	do
	D. R. Story.	do		Mar. 28, 1865	Mar. 28, 1865	do
	D. R. Story.	do	56. 60	Apr. 3, 1865	Apr. 3, 1865	do
	D. R. Story.	do	54	Apr. 8, 1865	Apr. 8, 1865	do
	D. R. Story.	do	61. 47	Apr. 13, 1865	Apr. 13, 1865	do
	D. R. Story.	do	40. 32	Apr. 27, 1865	Apr. 27, 1865	do
	D. R. Story.	do	53. 47	May 5, 1865	May 5, 1865	do
	Hope.	do		Apr. 27, 1865	Apr. 27, 1865	do
	Hope.	do		May 26, 1865	May 26, 1865	do
	Thos. Wallace.	do		Mar. 15, 1865	Mar. 15, 1865	do
	Zephyr.	do	90	Apr. 7, 1865	Apr. 7, 1865	do
	Charleston.	Steamer ..	233. 46	Nov. 16, 1863	Nov. 16, 1863	Captain A. Boyd.
	Clinton.	do	721	Sep. 1, 1863	Sep. 1, 1863	do
	Cambria.	do		May 22, 1865	May 22, 1865	Capt. H. Bowman.
	Ella.	do	246	Aug. 8, 1864	Aug. 8, 1864	Capt. G. R. Orme.
	Ellie Knight.	do	389. 78	Aug. 24, 1863	Aug. 24, 1863	Captain A. Boyd.
	Franklin.	do	170. 23	Apr. 3, 1865	Apr. 3, 1865	Capt. H. Bowman.
	Gen. Sedgwick.	do	811	Aug. 6, 1864	Aug. 6, 1864	Capt. G. R. Orme.
	Geo. Washington.	do	378. 92	May 1, 1863	May 1, 1863	Captain A. Boyd.
	Jno. A. Warner.	do	527	Apr. 22, 1864	Apr. 22, 1864	Capt. G. D. Wise.
	J. W. Everman.	do	600	Feb. 28, 1865	Feb. 28, 1865	Capt. J. R. Jennings.
	J. W. Everman.	do	600	May 19, 1865	May 19, 1865	Capt. H. Bowman.
	Kingston.	do	218. 56	Apr. 19, 1864	Apr. 19, 1864	Capt. G. D. Wise.

by the Quartermaster's department, &c.—Continued.

Where char- ter money is payable.	Rate of pay.	Amount paid.	Amount unpaid.	Total earnings.	Remarks.
Philadelphia..	\$4 00 per ton ..		\$1,400 00	\$1,400 00	
do.	7 00...do.	\$1,314 80		1,314 80	
do.	2 75...do.		448 25	448 25	
do.	413 00 for service		413 00	413 00	
do.	415 62 per month	1,662 48	1,034 29	2,696 77	
do.	4 25 per ton ..	807 50		807 50	
do.	3 50...do.		1,407 00	1,407 00	
do.	7 00...do.		1,211 00	1,211 00	
do.	4 00...do.	1,476 56		1,476 56	
do.	4 00...do.		1,672 00	1,672 00	
do.	6 00...do.		2,016 00	2,016 00	
do.	3 50...do.		1,190 00	1,190 00	
do.	5 00...do.		1,225 00	1,225 00	
do.	3 50...do.		885 50	885 50	
do.	4 00...do.	1,349 20		1,349 20	
do.	2 75...do.		712 25	712 25	
do.	2 75...do.		555 50	555 50	
do.	2 75...do.	475 00		475 00	
do.	2 75...do.		231 00	231 00	
do.	4 50...do.		1,476 00	1,476 00	
do.	3 50...do.		724 50	724 50	
do.	6 75...do.		1,424 25	1,424 25	
do.	2 75...do.		528 00	528 00	
do.	2 75...do.		321 75	321 75	
do.	4 00...do.		1,400 00	1,400 00	
do.	6 00...do.		1,620 00	1,620 00	
do.	6 75...do.	3,104 06		3,104 06	
do.	5 00...do.		1,700 00	1,700 00	
do.	2 75...do.		913 00	913 00	
do.	2 75...do.		297 00	297 00	
do.	5 00...do.		1,500 00	1,500 00	
do.	2 75...do.		1,028 50	1,028 50	
do.	3 25...do.		1,335 75	1,335 75	
do.	2 75...do.		891 00	891 00	
do.	2 75...do.		893 75	893 75	
do.	8 00...do.		2,488 00	2,488 00	
do.	4 00...do.		1,600 00	1,600 00	
do.	3 50...do.		763 00	763 00	
do.	4 00...do.		1,320 00	1,320 00	
do.	6 00...do.		2,750 00	2,750 00	
do.	3 50...do.	1,575 00		1,575 00	
do.	6 00...do.		2,644 00	2,644 00	
do.	5 00...do.		1,835 00	1,835 00	
do.	2 75...do.		550 00	550 00	
do.	9 50...do.		2,878 50	2,878 50	
do.	5 00...do.	400 00		400 00	
do.	2 75...do.		535 25	535 25	
do.	4 00...do.		496 00	496 00	
do.	3 75...do.		600 00	600 00	
do.	4 00...do.	1,246 87		1,246 87	
do.	6 00...do.		2,506 00	2,506 00	
do.			88 50	88 50	
do.			91 50	91 50	
do.	1 50 per ton ..		84 90	84 90	
do.	1 50...do.		81 00	81 00	
do.	1 50...do.		92 25	92 25	
do.	1 50...do.		60 50	60 50	
do.	1 50...do.		80 25	80 25	
do.	20 00 per day ..	390 00		390 00	
do.	20 00...do.		130 00	130 00	
do.	20 00...do.		172 50	172 50	
do.	4 00 per ton ..	360 00		360 00	
do.	105 00 per day ..	13,335 00	3,150 00	16,485 00	
do.	550 00...do.	83,050 00	33,550 00	116,600 00	
do.	350 00...do.		13,912 50	13,912 50	
do.	150 00...do.	20,444 38	13,650 00	34,094 38	
do.	175 00...do.	18,276 75	17,281 25	35,558 00	Discharged May 10, 6 p. m., 1865.
do.	100 00...do.		3,191 66	3,191 66	Discharged May 5, 10 a. m., 1865.
do.	365 00...do.	49,508 02	53,807 33	103,315 35	
New York...	155 00...do.		27,531 87	27,531 87	Discharged June 27, 1865.
Philadelphia..	240 00...do.	29,040 00	22,410 00	51,450 00	Discharged June 5, 9 a. m., 1865.
do.	250 00...do.	17,476 33	17,562 50	35,038 83	Discharged June 9, 6 p. m., 1865.
do.	250 00...do.		10,270 83	10,270 83	
do.	100 00...do.		34,650 00	34,650 00	Dropped June 1, 1865, by order of Quartermaster General.

No. 56.—*Statement of vessels chartered, impressed, or employed*

Name of officer.	Name of vessel.	Class.	Tons and 95ths.	Date of entry into service.	When char- tered, im- pressed, or employed.	By whom put into service.
Captain H. Bowman, a. q. m.—Cont'd.	Louise	Steamer	1, 351. 89	Dec. 7, 1864	Dec. 7, 1864	Capt. J. R. Jen- nings.
	Louise	do.	1, 351. 89	May 20, 1865	May 20, 1865	Capt. H. Bowman
	Matagorda	do.	992. 87	Dec. 28, 1864	Dec. 28, 1864	Capt. J. R. Jen- nings.
	Portsmouth	do.	263. 35	Apr. 19, 1864	Apr. 19, 1864	Capt. G. D. Wise.
	Pilot Boy	do.	258. 72	May 1, 1863	May 1, 1863	Captain A. Boyd.
	Salvor	do.	.....	June 24, 1865	June 24, 1865	Capt. H. Bowman.
	St. Mary's	do.	678. 54	Sep. 4, 1863	Sep. 4, 1863	Captain A. Boyd.
	Suwanee	do.	684. 61	Mar. 28, 1864	Mar. 28, 1864	do.
	Thos. Jefferson	do.	329. 74	Apr. 19, 1864	Apr. 19, 1864	Capt. G. D. Wise.
	Tonawanda	do.	755	Dec. 31, 1864	Dec. 31, 1864	Capt. J. R. Jen- nings.
	Wawaset	do.	258. 70	Nov. 17, 1863	Nov. 17, 1863	Captain A. Boyd.
	Wilmington	do.	.....	Mar. 30, 1865	Mar. 30, 1865	Capt. H. Bowman.
	Wilmington	do.	.....	May 12, 1865	May 12, 1865	do.
	Wyoming	do.	.....	Apr. 19, 1864	Apr. 19, 1864	Capt. G. D. Wise.
	W. P. Clyde	do.	504. 12	Apr. 10, 1865	Apr. 10, 1865	Capt. H. Bowman.
	Anthracite	Propeller	191. 23	Feb. 23, 1865	Feb. 23, 1865	Capt. J. R. Jen- nings.
	Beaufort	do.	294. 3	Feb. 28, 1865	Feb. 28, 1865	do.
	Beverly	do.	182	Apr. 19, 1864	Apr. 19, 1864	Capt. G. D. Wise.
	Black Diamond	do.	184. 34	Aug. 8, 1864	Aug. 8, 1864	Capt. G. R. Orme.
	City of Buffalo	do.	128. 11	Aug. 8, 1864	Aug. 8, 1864	do.
	Concord	do.	203. 93	Feb. 23, 1865	Feb. 23, 1865	Capt. J. R. Jen- nings.
	David Reeves	do.	175. 19	Mar. 8, 1865	Mar. 8, 1865	do.
	Decatur	do.	337	Apr. 25, 1864	Apr. 25, 1864	Capt. G. D. Wise.
	Diamond State	do.	312	Apr. 27, 1864	Apr. 27, 1864	do.
	Farmer	do.	185	Apr. 26, 1864	Apr. 26, 1864	do.
	Frank	do.	117. 67	Feb. 24, 1865	Feb. 24, 1865	Capt. J. R. Jen- nings.
	Joseph Hall	do.	161. 81	Feb. 24, 1865	Feb. 24, 1865	do.
	J. S. Rockwell	do.	.....	Mar. 2, 1865	Mar. 2, 1865	do.
	Leader	do.	182	Apr. 19, 1864	Apr. 19, 1864	Capt. G. D. Wise.
	Liberty	do.	150. 46	Aug. 8, 1864	Aug. 8, 1864	Capt. G. R. Orme.
	Mars	do.	245. 39	Apr. 8, 1864	Apr. 8, 1864	do.
	Mayflower	do.	205	Apr. 20, 1864	Apr. 20, 1864	Capt. G. D. Wise.
	New York	do.	187	Apr. 19, 1864	Apr. 19, 1864	do.
	Novelty	do.	177. 92	Feb. 23, 1865	Feb. 23, 1865	Capt. J. R. Jen- nings.
	Princeton	do.	136. 46	Dec. 19, 1864	Dec. 19, 1864	do.
	Raritan	do.	170	Apr. 25, 1864	Apr. 25, 1864	Capt. G. D. Wise.
	Rebecca Barton	do.	350	Apr. 19, 1864	Apr. 19, 1864	do.
	Rebecca Barton	do.	350	May 25, 1865	May 25, 1865	Capt. H. Bowman
	Tacony	do.	172. 7	Feb. 27, 1865	Feb. 27, 1865	Capt. J. R. Jen- nings.
	Tappahannock	do.	405. 1	Mar. 1, 1865	Mar. 1, 1865	do.
	Thos. E. Cahill	do.	195	Apr. 19, 1864	Apr. 19, 1864	Capt. G. D. Wise.
	United States	do.	320. 31	Apr. 1, 1863	Apr. 1, 1863	Capt. A. Boyd.
	W. Whilden	do.	312	Apr. 25, 1864	Apr. 25, 1864	Capt. G. D. Wise.
	Armitage Briarly	Steam barge	160	Apr. 19, 1864	Apr. 19, 1864	do.
	D. Wallace	do.	126	Apr. 20, 1864	Apr. 20, 1864	do.
	Hannah & Sophia	do.	120. 71	July 22, 1863	July 22, 1863	do.
	Hannah & Sophia	do.	171	June 21, 1865	June 21, 1865	Capt. H. Bowman
	Ocean Bird	do.	185	May 13, 1865	May 13, 1865	do.
	Utley	do.	.....	June 12, 1865	June 12, 1865	do.
	Admiral Farragut	Steam tug	63. 81	Apr. 3, 1865	Apr. 3, 1865	do.
	Adriatic	do.	58. 12	Apr. 1, 1863	Apr. 1, 1863	Capt. A. Boyd.
	A. Getty	do.	119. 84	Apr. 4, 1865	Apr. 4, 1865	Capt. H. Bowman
	Aid	do.	63. 34	May 27, 1864	May 27, 1864	Capt. C. D. Schmidt
	Alert	do.	67. 25	Apr. 1, 1863	Apr. 1, 1863	Capt. A. Boyd.
	Alida	do.	79. 46	Apr. 1, 1863	Apr. 1, 1863	do.
	Annie M. Wood	do.	39. 26	Mar. 30, 1865	Mar. 30, 1865	Capt. H. Bowman
	Clara Bateman	do.	67. 32	Apr. 21, 1864	Apr. 21, 1864	Capt. J. D. Wise.
	Col. R. Ingalls	do.	65. 44	Apr. 6, 1865	Apr. 6, 1865	Capt. H. Bowman
	Col. S. L. Brown	do.	42. 19	Dec. 5, 1864	Dec. 5, 1864	Capt. J. R. Jen- nings.
	D. A. Mills	do.	110	Apr. 28, 1864	Apr. 28, 1864	Capt. G. D. Wise.
	Don Juan	do.	.....	Apr. 23, 1864	Apr. 23, 1864	do.
	D. W. Lenox	do.	51. 55	Mar. 20, 1863	Mar. 20, 1863	Capt. A. Boyd.
	E. A. Souder	do.	62. 93	June 1, 1863	June 1, 1863	do.
	Ellen	do.	37. 80	Mar. 31, 1865	Mar. 31, 1865	Capt. H. Bowman
	Ellie Carl	do.	50	Apr. 19, 1864	Apr. 19, 1864	Capt. G. D. Wise.
	Evarard Palmer	do.	45	Apr. 19, 1864	Apr. 19, 1864	do.

by the Quartermaster's department, &c.—Continued.

Where char- ter money is payable.	Rate of pay.	Amount paid.	Amount unpaid.	Total earnings.	Remarks.
Philadelphia..	\$600 00 per day..	\$93,757 64	\$51,725 00	145,482 64	Discharged May 18, 5 p. m., 1865.
do.....	600 00....do.....		24,300 00	24,300 00	
do.....	446 00....do.....	36,292 57	31,405 83	67,698 40	
do.....	125 00....do.....	4,968 75	4,293 75	9,262 50	Discharged June 5, 12 m., 1865.
New York.....	130 00....do.....		31,010 41	31,010 41	Discharged June 27, 1865.
Philadelphia..	202 71....do.....		1,368 29	1,368 29	
do.....	500 00....do.....	75,500 00	30,500 00	106,000 00	
do.....	250 00....do.....		25,024 63	25,024 63	
do.....	200 00....do.....	13,339 30	11,700 00	25,039 30	
do.....	340 00....do.....	30,798 33	44,785 83	75,584 16	
do.....	85 00....do.....	9,923 75	8,189 36	18,113 11	Discharged May 8, 11 a. m., 1865.
do.....	400 00....do.....		16,850 00	16,850 00	Discharged May 11, 3 p. m., 1865.
do.....	400 00....do.....		19,800 00	19,800 00	
do.....	180 00....do.....	5,302 50	10,980 00	16,282 50	
Washington.....	226 80....do.....		18,484 20	18,484 20	
Philadelphia..	100 00....do.....		7,866 54	7,866 54	Discharged May 14, 6 p. m., 1865.
do.....	132 30....do.....		16,107 52	16,107 52	
do.....	85 00....do.....	4,816 66	10,370 00	15,186 66	
do.....	150 00....do.....	8,081 25	22,068 75	30,150 00	Wrecked April 24, 1865.
do.....	100 00....do.....	2,823 83	4,742 00	7,565 83	Discharged June 17, 6 p. m., 1865.
do.....	100 00....do.....	3,087 50		3,087 50	Discharged March 26, 12 m., 1865.
do.....	78 84....do.....		2,723 06	2,723 06	Discharged April 10, 5 p. m., 1865.
do.....	140 00....do.....	4,340 00	24,698 33	29,038 33	Discharged June 26, 10 a. m., 1865.
do.....	140 00....do.....	18,893 43	12,740 00	31,633 43	
do.....	100 00....do.....	6,752 87	12,352 87	19,105 74	Taken by U. S. April 25, 1865.
do.....	100 00....do.....	2,112 62		2,112 62	Discharged March 26, 12 m., 1865.
do.....	85 00....do.....		7,193 12	7,193 12	
do.....	100 00....do.....	2,916 99		2,916 99	Discharged April 12, 4 p. m., 1865.
do.....	85 00....do.....	13,991 35	5,185 00	19,176 35	
do.....	125 00....do.....	19,968 75	6,281 25	26,250 00	
do.....	150 00....do.....	9,300 00	12,843 75	22,143 75	Discharged May 14, 12 p. m., 1865.
do.....	100 00....do.....		25,730 00	25,730 00	Dropped from rolls by order of the Quartermaster General.
do.....	100 00....do.....		31,247 91	31,247 91	Dropped from rolls by order of the Quartermaster General June 1.
do.....	100 00....do.....		6,108 53	6,108 53	Discharged May 8, 6 p. m., 1865.
do.....	55 00....do.....	1,705 00	8,343 95	10,048 95	Discharged May 29, 9 a. m., 1865.
do.....	100 00....do.....	14,940 35	17,200 00	32,140 35	Discharged April 26, 1865.
do.....	160 00....do.....	17,640 76	16,360 00	34,000 76	Discharged May 14, 6 a. m., 1865.
do.....	160 00....do.....		5,853 33	5,853 33	
do.....	100 00....do.....	6,237 50	9,087 50	15,325 00	Discharged May 29, 12 m., 1865.
do.....	182 25....do.....		22,097 81	22,097 81	
do.....	75 00....do.....	8,868 75	6,825 00	15,693 75	
do.....	110 00....do.....	11,994 30	10,495 83	22,490 13	Discharged May 7, 10 a. m., 1865.
do.....	140 00....do.....	19,483 38	8,540 00	28,023 38	
do.....	75 00....do.....	9,075 00	6,825 00	15,900 00	
do.....	50 00....do.....		10,600 00	10,600 00	
do.....	45 00....do.....	2,632 50	5,557 50	8,190 00	Discharged May 13, 12 m., 1865.
do.....	2 75 per ton ..		470 25	470 25	
do.....	2 75....do.....		508 75	508 75	
do.....	100 00 for service	100 00		100 00	
do.....	45 00 per day..		2,671 87	2,671 87	Discharged June, 19 p. m., 1865.
do.....	40 00....do.....	4,840 00	5,881 66	10,721 66	Discharged May 13, 6 p. m., 1865.
do.....	80 00....do.....	1,740 00	7,000 00	8,740 00	
do.....	52 50....do.....		17,408 13	17,408 13	Dropped by order of the Quartermaster General June 1.
do.....	40 00....do.....	3,065 00	5,013 33	8,078 33	
do.....	40 00....do.....	2,194 17	1,493 33	3,687 50	
do.....	42 50....do.....		3,856 87	3,856 87	
do.....	45 00....do.....	5,265 00	4,183 91	9,448 91	Discharged May 6, 6 p. m., 1865.
do.....	50 00....do.....		4,275 00	4,275 00	
do.....	40 00....do.....	4,610 00	3,640 00	8,250 00	
do.....	60 00....do.....	7,008 00	4,592 50	11,600 50	Discharged June 20, 1 p. m.
do.....	45 00....do.....	1,350 00	2,745 00	4,095 00	
do.....	45 00....do.....	2,655 00	2,603 37	5,258 37	Discharged May 3, 12 m.
do.....	50 00....do.....		7,400 00	7,400 00	Discharged May 18, 12 m.
do.....	40 00....do.....		200 00	200 00	Discharged April 5, 12 m.
do.....	40 00....do.....	2,148 33	5,810 00	7,958 33	Discharged June 26, 6 a. m.
do.....	40 00....do.....	4,734 16	3,640 00	8,374 16	

No. 56.—*Statement of vessels chartered, impressed, or employed*

Name of officer.	Name of vessel.	Class.	Tons and 95ths.	Date of entry into service.	When char- tered, im- pressed, or employed.	By whom put into service.
Captain H. Bowman, <i>a. q. m.</i> —Cont'd.	Fairy Queen.....	Steam-tug.	100	.....	.....	Capt. H. Bowman
	Favorite.....	do.....	100	Apr. 19, 1864	Apr. 19, 1864	Capt. G. D. Wise.
	Gen. A. E. Burn- side.	do.....	72. 98	June 11, 1864	June 11, 1864	do.....
	Gen. McClellan.....	do.....	97. 38	May 1, 1863	May 1, 1863	Capt. A. Boyd...
	Gen. Sheridan.....	do.....	128. 45	May 1, 1865	May 1, 1865	Capt. H. Bowman
	Gen. U. S. Grant.....	do.....	57. 3	Apr. 23, 1864	Apr. 23, 1864	Capt. A. Boyd...
	G. B. Hutchings.....	do.....	51. 86	Apr. 19, 1864	Apr. 19, 1864	Capt. G. D. Wise.
	Geo. B. Kerfoot.....	do.....	49. 84	Apr. 26, 1864	Apr. 26, 1864	do.....
	Goliath.....	do.....	117. 66	May 6, 1863	May 6, 1863	Capt. A. Boyd...
	Herman Souder.....	do.....	24. 67	Apr. 4, 1865	Apr. 4, 1865	Capt. H. Bowman
	H. W. Workman.....	do.....	57. 39	Jan. 31, 1865	Jan. 31, 1865	Capt. J. R. Jen- nings.
	James A. Wright.....	do.....	90. 83	May 26, 1864	May 26, 1864	Capt. C. D. Schmidt
	James Simpson.....	do.....	37. 87	May 5, 1864	May 5, 1864	do.....
	J. L. Pusey.....	do.....	58. 53	June 3, 1864	June 3, 1864	do.....
	P. C. Whipple.....	do.....	50	Apr. 27, 1864	Apr. 27, 1864	Capt. G. D. Wise.
	J. W. Lynn.....	do.....	75. 22	Apr. 1, 1863	Apr. 1, 1863	Capt. A. Boyd...
	L. Boyer.....	do.....	101. 55	May 30, 1864	May 30, 1864	Capt. C. D. Schmidt
	Monitor.....	do.....	104. 6	Mar. 20, 1863	Mar. 20, 1863	Capt. A. Boyd...
	Portland.....	do.....	92. 34	May 27, 1864	May 27, 1864	Capt. C. D. Schmidt
	Quickstep.....	do.....	68. 31	Mar. 31, 1865	Mar. 31, 1865	Capt. H. Bowman
	Sam Rotan.....	do.....	43. 8	Nov. 30, 1864	Nov. 30, 1864	Capt. J. R. Jen- nings.
	Sam Winpenny.....	do.....	53. 14	Apr. 8, 1865	Apr. 8, 1865	Capt. H. Bowman
	S. Flanagan.....	do.....	70. 13	Feb. 5, 1865	Feb. 5, 1865	Capt. J. R. Jen- nings.
	S. S. Rummage.....	do.....	101	June 18, 1864	June 18, 1864	Capt. C. D. Schmidt
	T. H. Vetterlin.....	do.....	50	Apr. 19, 1864	Apr. 19, 1864	Capt. G. D. Wise.
	Uncle Abe.....	do.....	95	Apr. 23, 1864	Apr. 23, 1864	do.....
	Uncle Sam.....	do.....	74. 44	Mar. 20, 1863	Mar. 20, 1863	Capt. A. Boyd...
	Wm. Parks.....	do.....	60. 9	June 1, 1864	June 1, 1864	Capt. C. D. Schmidt
	Com. Foote.....	Tug & w'r bt	106. 25	Apr. 23, 1864	Apr. 23, 1864	Capt. A. Boyd...
	Com. S. F. Du Pont.	do.....	126. 56	Apr. 23, 1864	Apr. 23, 1864	do.....
	Constitution.....	do.....	123. 11	Apr. 23, 1864	Apr. 23, 1864	do.....
	Tallaca.....	St'm fer'y b't	153. 7	Apr. 19, 1864	Apr. 19, 1864	Capt. G. D. Wise.
	A. A. Carlo.....	Barge.....	219	Apr. 8, 1865	Apr. 8, 1865	Capt. H. Bowman
	A. A. Howlet.....	do.....	135. 6	Apr. 22, 1864	Apr. 22, 1864	Capt. G. D. Wise.
	Abbott & Ladan.....	do.....	212	Apr. 18, 1865	Apr. 18, 1865	Capt. H. Bowman
	A. Clinton.....	do.....	208	Apr. 26, 1865	Apr. 26, 1865	do.....
	A. E. Dribelles.....	do.....	195	Apr. 5, 1865	Apr. 5, 1865	do.....
	A. E. Dribelles.....	do.....	200	May 10, 1865	May 10, 1865	do.....
	A. G. Myrick.....	do.....	201	Apr. 8, 1865	Apr. 8, 1865	do.....
	Agnes Gibson.....	do.....	125. 28	Apr. 22, 1864	Apr. 22, 1864	Capt. G. D. Wise.
	Alex'r the Great.....	do.....	119. 70	Apr. 20, 1861	Apr. 20, 1864	do.....
	Alice Amanda.....	do.....	.....	Mar. 31, 1865	Mar. 31, 1865	Capt. H. Bowman
	American Eagle.....	do.....	201	Mar. 24, 1865	Mar. 24, 1865	do.....
	American Eagle.....	do.....	198	May 1, 1865	May 1, 1865	do.....
	Ann McCaffery.....	do.....	132. 53	Apr. 22, 1864	Apr. 22, 1864	Capt. G. D. Wise.
	Ann Naulty.....	do.....	.....	Mar. 31, 1865	Mar. 31, 1865	do.....
	Ann Twibill.....	do.....	214	Apr. 10, 1865	Apr. 10, 1865	Capt. H. Bowman
	Ann Twibill.....	do.....	220	May 11, 1865	May 11, 1865	do.....
	A. Newcomb.....	do.....	143. 7	Apr. 20, 1864	Apr. 20, 1864	Capt. G. D. Wise.
	Antietam.....	do.....	220	Apr. 8, 1865	Apr. 8, 1865	Capt. H. Bowman
	Armenia.....	do.....	194	May 3, 1865	May 3, 1865	do.....
	Armenia.....	do.....	194	Apr. 18, 1865	Apr. 18, 1865	do.....
	A. Sailor.....	do.....	.....	Apr. 1, 1865	Apr. 1, 1865	do.....
	A. S. Beverly.....	do.....	213	Apr. 25, 1865	Apr. 25, 1865	do.....
	Ashland.....	do.....	125. 3	Apr. 25, 1864	Apr. 25, 1864	Capt. G. D. Wise.
	Billy Squires.....	do.....	201	Mar. 28, 1865	Mar. 28, 1865	Capt. H. Bowman
	Billy Squires.....	do.....	218	May 4, 1865	May 4, 1865	do.....
	Bird Hill Boy.....	do.....	104	Apr. 1, 1865	Apr. 1, 1865	Capt. G. D. Wise.
	B. F. Pettit.....	do.....	125. 28	Apr. 22, 1864	Apr. 22, 1864	do.....
	Blue Bird.....	do.....	107. 4	Apr. 4, 1865	Apr. 4, 1865	Capt. H. Bowman
	Board of Trade.....	do.....	135	Apr. 20, 1864	Apr. 20, 1864	do.....
	Broad Mountain.....	do.....	116. 71	Apr. 26, 1864	Apr. 26, 1864	Capt. G. D. Wise.
	Burrough.....	do.....	202	Apr. 3, 1865	Apr. 3, 1865	Capt. H. Bowman
	Buster.....	do.....	117. 92	Apr. 25, 1864	Apr. 25, 1864	Capt. G. D. Wise.
	C. A. Dornfield.....	do.....	135	Apr. 20, 1864	Apr. 20, 1864	do.....
	Capt. C. Hunter.....	do.....	112. 77	Apr. 20, 1864	Apr. 20, 1864	do.....
	Capt. Hitchcock.....	do.....	190	Apr. 26, 1865	Apr. 26, 1865	Capt. H. Bowman
	Catharine Ann.....	do.....	118. 35	Apr. 26, 1864	Apr. 26, 1864	do.....
	Cath. Connelly.....	do.....	210	Apr. 17, 1865	Apr. 17, 1865	do.....
	Cath. Logan.....	do.....	221	May 4, 1865	May 4, 1865	do.....
	Cath. Twibill.....	do.....	204	Apr. 18, 1865	Apr. 18, 1865	do.....
	Cath. Twibill.....	do.....	200	May 24, 1865	May 24, 1865	do.....

by the Quartermaster's department, &c.—Continued.

Where char- ter money is payable.	Rate of pay.	Amount paid.	Amount unpaid.	Total earnings.	Remarks.
Philadelphia..	\$35 00 per day..		\$2,126 25	\$2,126 25	
do.....	60 00....do.....	\$4,605 04	5,460 00	10,065 04	
do.....	50 00....do.....	5,606 25	4,550 00	10,156 25	
do.....	60 00....do.....	5,690 00	5,460 00	11,150 00	
do.....	150 00....do.....	3,375 00	9,150 00	12,525 00	
do.....	40 00....do.....	4,490 00	3,850 00	8,340 00	Discharged May 16, 12 m.
do.....	45 00....do.....	4,546 99	5,504 96	10,051 95	Discharged May 10, 6 p. m.
do.....	42 50....do.....	7,692 50	2,592 50	10,285 00	
do.....	75 00....do.....	8,988 94	7,209 37	16,198 31	
do.....	37 50....do.....		2,212 50	2,212 50	Discharged June 2, 12 m.
do.....	45 00....do.....	2,666 25	3,948 75	6,615 00	Discharged May 8, 12 m., 1865.
do.....	50 00....do.....	2,218 96	3,377 08	5,596 04	Discharged June 20, 1 p. m.
do.....	37 50....do.....	5,389 06	3,637 50	9,026 56	Discharged May 8, 12 m.
do.....	30 00....do.....	6,284 58	2,038 81	8,323 39	Discharged June 20, 10 a. m.
do.....	42 50....do.....	2,635 00	5,142 50	7,777 50	Discharged June 1, 12 m.
do.....	50 00....do.....	3,139 58	3,077 34	6,216 92	Discharged June 8, 1865.
do.....	52 50....do.....	7,690 68	6,208 12	13,898 80	
do.....	50 00....do.....	5,918 75	4,263 54	10,182 29	
do.....	65 00....do.....	8,257 08	3,965 00	12,222 08	
do.....	47 50....do.....		2,013 50	2,013 50	Discharged May 13, 12 m., 1865.
do.....	42 00....do.....	6,373 50	2,562 00	8,935 50	
do.....	65 00....do.....		5,419 37	5,419 37	
do.....	45 00....do.....		3,397 50	3,397 50	Discharged May 8, 12 m., 1865.
do.....	80 00....do.....	9,096 67	6,540 00	15,636 67	Discharged June 21, 6 p. m., 1865.
do.....	30 00....do.....	2,700 00	2,957 50	5,657 50	
do.....	60 00....do.....	10,133 75	1,800 00	11,933 75	
do.....	50 00....do.....	6,562 50	7,379 16	13,941 66	Discharged April 26, 12 m., 1865.
do.....	45 00....do.....	5,220 00	5,653 12	10,873 12	Discharged May 8, 12 m., 1865.
do.....	70 00....do.....	9,100 00	4,270 00	13,370 00	
do.....	70 00....do.....	8,201 67	6,370 00	14,571 67	
do.....	70 00....do.....	7,019 68	6,370 00	13,389 68	
do.....	90 00....do.....		34,110 00	34,110 00	
do.....	2 50 per ton.....		547 50	547 50	
do.....	324 15 per month.....	1,229 07	903 12	2,132 19	
do.....	2 50 per ton.....		530 00	530 00	
do.....	2 25....do.....		520 00	520 00	
do.....	2 50....do.....		487 50	487 50	
do.....	1 75....do.....		350 00	350 00	
do.....	2 50....do.....		502 50	502 50	
do.....	300 70 per month.....		2,842 10	2,842 10	Dropped by order of the Quarter-
do.....	287 37....do.....	1,149 48	862 11	2,011 59	master General June 1.
do.....	12 00 per day.....		745 50	745 50	Discharged June 1, 9 p. m.
do.....	2 50 per ton.....		502 50	502 50	
do.....	1 75....do.....		346 50	346 50	
do.....	318 13 per month.....	1,590 65	954 39	2,545 04	
do.....	12 00 per day.....		1,095 00	1,095 00	
do.....	2 50 per ton.....		535 00	535 00	
do.....	1 75....do.....		385 00	385 00	
do.....	345 14 per month.....	1,380 56	1,380 56	2,761 12	
do.....	2 50 per ton.....		550 00	550 00	
do.....	1 75....do.....		339 50	339 50	
do.....	12 00 per day.....	121 50		121 50	
do.....	12 00....do.....		1,080 00	1,080 00	
do.....	2 25 per ton.....		479 25	479 25	
do.....	300 07 per month.....	1,200 28	664 27	1,864 55	Discharged May 21, 1865.
do.....	2 50 per ton.....		502 50	502 50	
do.....	1 75....do.....		381 50	381 50	
do.....	12 00 per day.....		1,086 00	1,086 00	
do.....	300 70 per month.....	1,202 80	902 10	2,104 90	
do.....	12 00 per day.....		771 50	771 50	
do.....	324 00 per month.....	972 00	1,296 00	2,268 00	
do.....	280 16....do.....	1,116 12	840 48	1,956 60	
do.....	2 50 per ton.....	505 00		505 00	
do.....	283 11 per month.....	441 08	822 59	1,263 67	Discharged June 28, 1865.
do.....	324 00....do.....	1,620 00	648 00	2,268 00	
do.....	270 74....do.....		3,580 74	3,580 74	
do.....	2 25 per ton.....		427 50	427 50	
do.....	284 08 per month.....	1,950 68	852 24	2,802 92	
do.....	2 50 per ton.....		525 00	525 00	
do.....	1 75....do.....		386 75	386 75	
do.....	2 50....do.....		510 00	510 00	
do.....	1 75....do.....		350 00	350 00	

No. 56.—Statement of vessels chartered, impressed, or employed

Name of officer.	Name of vessel.	Class.	Tons and 95ths.	Date of entry into service.	When chartered, impressed, or employed.	By whom put into service.
Captain H. Bowman, a. q. m.—Cont'd.	C. C. Alger.....	Barge.....	230	Apr. 5, 1865	Apr. 5, 1865	Capt. H. Bowman
	Chas. Lafferty.....	do.....		Mar. 31, 1865	Mar. 31, 1865	do.....
	C. McCaffery.....	do.....	213	June 7, 1865	June 7, 1865	do.....
	C. M. Williams.....	do.....	215	Apr. 21, 1865	Apr. 21, 1865	do.....
	Col. G. M. Baker.....	do.....	135	Apr. 20, 1864	Apr. 20, 1864	Capt. G. D. Wise.
	Com. Hull.....	do.....	196	Apr. 18, 1865	Apr. 18, 1865	Capt. H. Bowman
	Dan Robinson.....	do.....	230	Mar. 29, 1865	Mar. 29, 1865	do.....
	Dan Robinson.....	do.....	230	Apr. 28, 1865	Apr. 28, 1865	do.....
	David Fales.....	do.....	226	Apr. 11, 1865	Apr. 11, 1865	do.....
	Delta.....	do.....	117	Apr. 22, 1864	Apr. 22, 1864	Capt. G. D. Wise.
	Earl Milton.....	do.....	195	Mar. 28, 1865	Mar. 28, 1865	Capt. H. Bowman
	Earl Milton.....	do.....	196	Apr. 28, 1865	Apr. 28, 1865	do.....
	E. Freeman.....	do.....	209	May 1, 1865	May 1, 1865	do.....
	El Dorado.....	do.....	216	Apr. 10, 1865	Apr. 10, 1865	do.....
	Ellen Gunson.....	do.....	118. 84	Apr. 20, 1864	Apr. 20, 1864	Capt. G. D. Wise.
	Ellen Murry.....	do.....	140. 30	Apr. 20, 1864	Apr. 20, 1864	do.....
	E. T. Connelly.....	do.....	121. 23	Apr. 22, 1864	Apr. 22, 1864	do.....
	Fairy Lady.....	do.....	132	Apr. 4, 1865	Apr. 4, 1865	Capt. H. Bowman
	Fanny Forsyth.....	do.....	126. 70	Apr. 22, 1864	Apr. 22, 1864	Capt. G. D. Wise.
	F. H. Jackson.....	do.....	124	Apr. 20, 1864	Apr. 20, 1864	do.....
	Financier.....	do.....	135. 18	Apr. 22, 1864	Apr. 22, 1864	do.....
	Flag of our Union.....	do.....	125. 27	Apr. 3, 1865	Apr. 3, 1865	Capt. H. Bowman
	Florence.....	do.....	121. 75	Apr. 22, 1864	Apr. 22, 1864	Capt. G. D. Wise.
	Frank Ward.....	do.....	210	Apr. 18, 1865	Apr. 18, 1865	Capt. H. Bowman
	Fulton.....	do.....	107. 43	Apr. 26, 1864	Apr. 26, 1864	Capt. G. D. Wise.
	Garibaldi.....	do.....	214	May 1, 1865	May 1, 1865	Capt. H. Bowman
	Gen. Burnside.....	do.....	125. 49	Apr. 20, 1864	Apr. 20, 1864	Capt. G. D. Wise.
	Gen. Butler.....	do.....	125	Apr. 3, 1865	Apr. 3, 1865	Capt. H. Bowman
	Gen. P. Kearney.....	do.....	122. 13	Apr. 25, 1864	Apr. 25, 1864	Capt. G. D. Wise.
	Gen. Shields.....	do.....	122. 9	Apr. 26, 1864	Apr. 26, 1864	do.....
	Gen. Lyons.....	do.....	122. 60	Apr. 26, 1864	Apr. 26, 1864	do.....
	Geo. S. Repplier.....	do.....	224	Apr. 10, 1865	Apr. 10, 1865	Capt. H. Bowman
	Geo. S. Repplier.....	do.....	185	Apr. 17, 1865	Apr. 17, 1865	do.....
	G. H. Willis.....	do.....		Mar. 23, 1865	Mar. 23, 1865	do.....
	G. S. Repplier.....	do.....	233	May 9, 1865	May 9, 1865	do.....
	Great Western.....	do.....	200	Apr. 21, 1865	Apr. 21, 1865	do.....
	Harvest Moon.....	do.....		Jan. 27, 1865	Jan. 27, 1865	do.....
	Harvest Moon.....	do.....	109. 6	Apr. 3, 1865	Apr. 3, 1865	do.....
	H. B. Miller.....	do.....	228	Apr. 14, 1865	Apr. 14, 1865	do.....
	H. Flannery.....	do.....	129. 23	Apr. 25, 1864	Apr. 25, 1864	Capt. G. D. Wise.
	Hiawatha.....	do.....	185	Apr. 12, 1865	Apr. 12, 1865	Capt. H. Bowman
	H. McDonald.....	do.....	172	May 18, 1865	May 18, 1865	do.....
	H. Parkinson.....	do.....	204	Apr. 24, 1865	Apr. 24, 1865	do.....
	Hugh Dunnan.....	do.....	124. 45	Apr. 20, 1864	Apr. 20, 1864	Capt. G. D. Wise.
	Hunter Coleman.....	do.....	112. 34	Apr. 22, 1864	Apr. 22, 1864	do.....
	Industrious.....	do.....	119	Apr. 25, 1864	Apr. 25, 1864	do.....
	Jane Elliott.....	do.....	224	Apr. 27, 1865	Apr. 27, 1865	Capt. H. Bowman
	Jas. H. Gallagher.....	do.....	200	Apr. 14, 1865	Apr. 14, 1865	do.....
	Jas. L. Ellis.....	do.....	136. 61	Apr. 26, 1864	Apr. 26, 1864	Capt. G. D. Wise.
	Jas. Murry.....	do.....	135	Apr. 20, 1864	Apr. 20, 1864	do.....
	Jay Bird.....	do.....	205	Apr. 7, 1865	Apr. 7, 1865	Capt. H. Bowman
	J. H. McConkey.....	do.....	100	Mar. 22, 1865	Mar. 22, 1865	do.....
	J. H. McConkey.....	do.....	100	Mar. 31, 1865	Mar. 31, 1865	do.....
	J. H. McConkey.....	do.....	100	Apr. 6, 1865	Apr. 6, 1865	do.....
	J. H. McConkey.....	do.....	100	Apr. 13, 1865	Apr. 13, 1865	do.....
	J. H. McConkey.....	do.....	100	Apr. 21, 1865	Apr. 21, 1865	do.....
	J. H. McConkey.....	do.....	102	Apr. 27, 1865	Apr. 27, 1865	do.....
	J. H. McConkey.....	do.....	103	May 6, 1865	May 6, 1865	do.....
	J. H. McConkey.....	do.....	100	May 18, 1865	May 18, 1865	do.....
	J. H. McConkey.....	do.....	102	May 22, 1865	May 22, 1865	do.....
	J. H. McConkey.....	do.....	100	June 9, 1865	June 9, 1865	do.....
	J. H. McConkey.....	do.....	103	June 20, 1865	June 20, 1865	do.....
	J. H. McConkey.....	do.....	103	June 27, 1865	June 27, 1865	do.....
	J. L. Kilpatrick.....	do.....	222	Apr. 24, 1865	Apr. 24, 1865	do.....
	J. L. Ristim.....	do.....	191	Apr. 25, 1865	Apr. 25, 1865	do.....
	J. M. Dunnan.....	do.....	237	Apr. 24, 1865	Apr. 24, 1865	do.....
	J. M. Dunnan.....	do.....	232	June 20, 1865	June 20, 1865	do.....
	J. T. Knapp.....	do.....	227	Apr. 26, 1865	Apr. 26, 1865	do.....
	Jenny Lind.....	do.....	125. 99	Apr. 20, 1864	Apr. 20, 1864	Capt. G. D. Wise.
	Jessie.....	do.....	152	Apr. 6, 1865	Apr. 6, 1865	Capt. H. Bowman
	John Adams.....	do.....	124. 17	Apr. 26, 1864	Apr. 26, 1864	Capt. G. D. Wise.
	John Hannigan.....	do.....	200	May 8, 1865	May 8, 1865	Capt. H. Bowman
	John McClain.....	do.....	119	Apr. 5, 1865	Apr. 5, 1865	do.....
	John McShain.....	do.....	288	Mar. 29, 1865	Mar. 29, 1865	do.....
	John Snider.....	do.....	234	Apr. 20, 1865	Apr. 20, 1865	do.....
	John Strong.....	do.....	186	Apr. 10, 1865	Apr. 10, 1865	do.....
	John Twibill.....	do.....	115	Apr. 22, 1864	Apr. 22, 1864	Capt. G. D. Wise.
	John Haswell.....	do.....	124. 47	Apr. 20, 1864	Apr. 20, 1864	do.....

by the Quartermaster's department, &c.—Continued.

Where char- ter money is payable.	Rate of pay.	Amount paid.	Amount unpaid.	Total earnings.	Remarks.
Philadelphia..	\$2 50 per ton.....		\$575 00	\$575 00	
do.....	12 00 per day.....		1,095 00	1,095 00	
do.....	1 75 per ton.....		372 75	372 75	
do.....	2 25.....do.....		483 75	483 75	
do.....	324 00 per month.....	\$799 54	2,116 46	2,916 00	
do.....	2 50 per ton.....		490 00	490 00	
do.....	3 00.....do.....		690 00	690 00	
do.....	1 75.....do.....		402 50	402 50	
do.....	2 50.....do.....		565 00	565 00	
do.....	201 07 per month.....		2,066 15	2,066 15	Taken by United States June 10.
do.....	3 00 per ton.....		585 00	585 00	
do.....	1 75.....do.....		343 00	343 00	
do.....	1 75.....do.....		365 75	365 75	
do.....	2 50.....do.....		540 00	540 00	
do.....	285 32 per month.....	1,426 60	1,141 28	2,567 88	
do.....	336 75.....do.....	1,397 09	1,010 25	2,407 34	
do.....	290 98.....do.....	581 96	1,454 90	2,036 86	
do.....	12 00 per day.....		1,050 00	1,050 00	
do.....	304 16 per month.....	1,207 84	912 48	2,120 32	
do.....	297 60.....do.....	1,109 60	892 80	2,002 40	
do.....	324 45.....do.....	1,622 25	973 35	2,595 60	
do.....	12 00 per day.....		1,062 00	1,062 00	
do.....	292 29 per month.....	1,169 16	876 87	2,046 03	
do.....	2 50 per ton.....		525 00	525 00	
do.....	257 88 per month.....	727 59	1,077 57	1,805 16	
do.....	1 75 per ton.....		374 50	374 50	
do.....	301 23 per month.....	787 58	917 49	1,705 07	Discharged June 2, 9 a. m.
do.....	12 00 per day.....		754 50	754 50	Discharged June 5, 9 a. m.
do.....	293 12 per month.....	1,172 48	599 67	1,772 15	Discharged June 2, 9 a. m.
do.....	293 28.....do.....	1,532 62	1,106 90	2,639 52	
do.....	294 31.....do.....	1,765 26	408 23	2,173 49	Sunk May 12, 1865.
do.....	2 50 per ton.....		560 00	560 00	
do.....	2 50.....do.....		462 50	462 50	
do.....	12 00 per day.....	50 50		50 50	
do.....	1 75 per ton.....		407 75	407 75	
do.....	2 50.....do.....		500 00	500 00	
do.....	12 00 per day.....	330 00		330 00	
do.....	12 00.....do.....		732 00	732 00	
do.....	2 50 per ton.....		570 00	570 00	
do.....	310 18 per month.....	1,550 90	620 36	2,171 26	
do.....	2 50 per ton.....		462 50	462 50	
do.....	1 75.....do.....		301 00	301 00	
do.....	2 00.....do.....		408 00	408 00	
do.....	298 75 per month.....	1,493 65	597 46	2,091 11	
do.....	269 65.....do.....	1,078 60	808 95	1,887 55	
do.....	285 60.....do.....	1,418 78	571 20	1,989 98	
do.....	1 70 per ton.....		380 80	380 80	
do.....	2 50.....do.....		500 00	500 00	
do.....	296 74 per month.....	1,186 96	1,186 96	2,373 92	
do.....	324 00.....do.....	922 00	1,296 00	2,218 00	
do.....	2 50 per ton.....		512 50	512 50	
do.....	1 70.....do.....		170 00	170 00	
do.....	1 70.....do.....		170 00	170 00	
do.....	1 70.....do.....		170 00	170 00	
do.....	1 70.....do.....		170 00	170 00	
do.....	1 70.....do.....		171 70	171 70	
do.....	1 70.....do.....		173 40	173 40	
do.....	1 70.....do.....		175 10	175 10	
do.....	1 70.....do.....		170 00	170 00	
do.....	1 70.....do.....		173 40	173 40	
do.....	1 70.....do.....		170 00	170 00	
do.....	1 70.....do.....		175 10	175 10	
do.....	1 70.....do.....		175 10	175 10	
do.....	2 25.....do.....		499 50	499 50	
do.....	2 25.....do.....	429 75		429 75	
do.....	2 00.....do.....	474 00		474 00	
do.....	1 75.....do.....		406 00	406 00	
do.....	2 25.....do.....		510 75	510 75	
do.....	301 99 per month.....	326 87	734 84	1,061 71	
do.....	2 50 per ton.....		380 00	380 00	
do.....	298 02 per month.....		3,860 83	3,860 83	Dropped from rolls by order of the Quartermaster General June 1.
do.....	1 75 per ton.....		350 00	350 00	
do.....	12 00 per day.....		1,038 00	1,038 00	
do.....	3 00 per ton.....		864 00	864 00	
do.....	2 50.....do.....		607 50	607 50	
do.....	2 50.....do.....		465 00	465 00	
do.....	276 00 per month.....	1,104 00	947 60	2,051 60	Taken by United States June 13.
do.....	497 97.....do.....	2,489 85	620 39	3,110 24	Discharged June 8, 3 p. m.

No. 56.—Statement of vessels chartered, impressed, or employed

Name of officer.	Name of vessel.	Class.	Tons and 95ths.	Date of entry into service.	When chartered, impressed, or employed.	By whom put into service.
Capt. H. Bowman, a. g. m.—Cont'd.	Judge Sumickson.	Barge	190	Apr. 24, 1865	Apr. 24, 1865	Capt. H. Bowman
	Kauffman Wanner	do.	123.48	Apr. 22, 1864	Apr. 22, 1864	Capt. G. D. Wise.
	Lake Erie	do.	214	Apr. 27, 1865	Apr. 27, 1865	Capt. H. Bowman
	Lark	do.	194	May 30, 1865	May 30, 1865	do.
	L. Andenrud	do.	131.41	Apr. 22, 1864	Apr. 22, 1864	Capt. G. D. Wise.
	Lewis Rogers	do.	134.6	Apr. 22, 1864	Apr. 22, 1864	do.
	Lizzie	do.	216	Apr. 7, 1865	Apr. 7, 1865	Capt. H. Bowman
	Lizzie	do.	220	May 4, 1865	May 4, 1865	do.
	Lizzie Wallace	do.	251	Apr. 10, 1865	Apr. 10, 1865	do.
	Lizzie Wallace	do.	290	May 13, 1865	May 13, 1865	do.
	L. J. Bellouis	do.	185	Apr. 10, 1865	Apr. 10, 1865	do.
	Locust Mountain.	do.	119.40	Apr. 26, 1864	Apr. 26, 1864	Capt. G. D. Wise.
	Lorinda Pool	do.	127.2	Apr. 20, 1864	Apr. 20, 1864	do.
	Loyalist	do.	150	Apr. 22, 1864	Apr. 22, 1864	do.
	Mahony Mountain	do.	121.21	Apr. 26, 1864	Apr. 26, 1864	do.
	Margaret Y	do.	123.7	Apr. 1, 1865	Apr. 1, 1865	do.
	Marion	do.	193	May 23, 1865	May 23, 1865	do.
	Mary	do.	226	Apr. 15, 1865	Apr. 15, 1865	do.
	Mary	do.	209	May 25, 1865	May 25, 1865	do.
	Mary Dunn	do.	200	Mar. 25, 1865	Mar. 25, 1865	do.
	Mary Dunn	do.	225	May 5, 1865	May 5, 1865	do.
	Mary E. Evans	do.	119.26	Apr. 20, 1864	Apr. 20, 1864	Capt. G. D. Wise.
	Mary Eleanor	do.	214	June 8, 1865	June 8, 1865	Capt. H. Bowman
	Mary Ellen	do.	125.50	Apr. 22, 1864	Apr. 22, 1864	Capt. G. D. Wise.
	Mary Kauffman	do.	119.54	Apr. 25, 1864	Apr. 25, 1864	do.
	Mary Moyer	do.	114.75	Apr. 20, 1864	Apr. 20, 1864	do.
	M. Bartolett	do.	195	Apr. 24, 1865	Apr. 24, 1865	Capt. H. Bowman
	M. McDougall	do.	200	May 3, 1865	May 3, 1865	do.
	Michael Gannon	do.	189	May 9, 1865	May 9, 1865	do.
	Milton Wilkins	do.		Apr. 4, 1865	Apr. 4, 1865	do.
	Mississippi	do.	121.23	Apr. 27, —	Apr. 27, —	Capt. G. D. Wise.
	Mountain Gem	do.	147	Apr. 3, 1865	Apr. 3, 1865	Capt. H. Bowman
	M. W. Kirkslager	do.	128.65	Apr. 22, 1864	Apr. 22, 1864	Capt. G. D. Wise.
	Mystic	do.	228	Apr. 18, 1865	Apr. 18, 1865	Capt. H. Bowman
	M. W. Finch	do.	232	May 1, 1865	May 1, 1865	do.
	Neversink	do.	105	Apr. 22, 1864	Apr. 22, 1864	Capt. G. D. Wise.
	Ocean Bird	do.	185	Apr. 26, 1865	Apr. 26, 1865	Capt. H. Bowman
	Olive Branch	do.	122.68	Apr. 22, 1864	Apr. 22, 1864	Capt. G. D. Wise.
	Olive Branch	do.	225	May 2, 1865	May 2, 1865	Capt. H. Bowman
	Oregon	do.	134	Apr. 20, 1864	Apr. 20, 1864	Capt. G. D. Wise.
	Peruvian	do.		Apr. 11, 1865	Apr. 11, 1865	Capt. H. Bowman
	Peter Lindeinkle	do.	201	Apr. 11, 1865	Apr. 11, 1865	do.
	Play Boy	do.	124.43	Apr. 22, 1864	Apr. 22, 1864	Capt. G. D. Wise.
	Port Royal	do.	227	May 1, 1865	May 1, 1865	Capt. H. Bowman
	Privateer	do.	109	Apr. 3, 1865	Apr. 3, 1865	do.
	Rachael	do.	224	Apr. 21, 1865	Apr. 21, 1865	do.
	R. B. Claxton	do.	210	Apr. 8, 1865	Apr. 8, 1865	do.
	Rebecca	do.	232	Apr. 29, 1865	Apr. 29, 1865	do.
	Roanoke	do.	222	May 10, 1865	May 10, 1865	do.
	Robert Adams	do.	218	Apr. 14, 1865	Apr. 14, 1865	do.
	R. R. Johnson	do.	219	Apr. 26, 1865	Apr. 26, 1865	do.
	Sarah Ann	do.	202	Apr. 3, 1865	Apr. 3, 1865	do.
	Schuykill Boy	do.	200	Apr. 17, 1865	Apr. 17, 1865	do.
	Senator Wade	do.	208	Apr. 10, 1865	Apr. 10, 1865	do.
	Seven Brothers	do.	123.94	Apr. 22, 1864	Apr. 22, 1864	do.
	Sunshine	do.	131.23	Apr. 20, 1864	Apr. 20, 1864	do.
	Tacony	do.	132.57	Apr. 22, 1864	Apr. 22, 1864	Capt. G. D. Wise.
	Ten Brothers	do.	200	Apr. 26, 1865	Apr. 26, 1865	Capt. H. Bowman
	Teresa Gallagher	do.	224	June 26, 1865	June 26, 1865	do.
	T. Gallagher	do.	221	May 26, 1865	May 26, 1865	do.
	T. Gallagher	do.	226	Apr. 20, 1865	Apr. 20, 1865	do.
	T. H. Dolson	do.	207	Apr. 20, 1865	Apr. 20, 1865	do.
	Thos. B. Florence	do.		Apr. 3, 1865	Apr. 3, 1865	do.
	Thomas Lynch	do.	126.10	Apr. 20, 1864	Apr. 20, 1864	Capt. G. D. Wise.
	Thos. McCombs	do.	201	Apr. 27, 1865	Apr. 28, 1865	Capt. H. Bowman
	Thos. McCombs	do.	200	June 21, 1865	June 21, 1865	do.
	Thomas Perrine	do.	136.2	Apr. 22, 1864	Apr. 22, 1864	Capt. G. D. Wise.
	Tip Top	do.	217	Mar. 28, 1865	Mar. 28, 1865	Capt. H. Bowman
	Tip Top	do.	221	May 1, 1865	May 1, 1865	do.
	Tom	do.	218	Apr. 17, 1865	Apr. 17, 1865	do.
	Transport	do.	256.85	Apr. 19, 1864	Apr. 19, 1864	Capt. G. D. Wise.
	Two Brothers	do.	214	Apr. 25, 1865	Apr. 25, 1865	Capt. H. Bowman
	U. C. Thurston	do.	135	Apr. 22, 1864	Apr. 22, 1864	Capt. G. D. Wise.
	Uncle Sam	do.	100	Apr. 3, 1865	Apr. 3, 1865	Capt. H. Bowman
	Union	do.	127.81	June 1, 1863	June 1, 1863	Capt. A. Boyd.
	United States	do.	207	May 2, 1865	May 2, 1865	Capt. H. Bowman
	United States	do.	199	Apr. 6, 1865	Apr. 6, 1865	do.
	Waupunsa	do.	125.42	Apr. 22, 1864	Apr. 22, 1864	Capt. G. D. Wise.

by the Quartermaster's department, &c.—Continued.

Where char- ter money is payable.	Rate of pay.	Amount paid.	Amount unpaid.	Total earnings	Remarks.
Philadelphia.	\$2 50 per ton...	\$475 00		\$475 00	
do.	296 41 per month	921 91	\$1, 137 20	2, 059 11	Taken by U. States, June 28, 1865.
do.	2 00 per ton...		428 00	428 00	
do.	1 75....do.		339 50	339 50	
do.	315 43 per month	630 86	723 71	1, 354 57	
do.	321 75....do.	321 75	1, 930 50	2, 252 25	
do.	2 50 per ton...		540 00	540 00	
do.	1 75....do.		385 00	385 00	
do.	2 50....do.		627 50	627 50	
do.	1 25....do.		362 50	362 50	
do.	2 50....do.	767 75		767 75	
do.	286 61 per month	1, 146 44	859 83	2, 006 27	
do.	304 85....do.	1, 219 40	914 55	2, 133 95	
do.	360 00....do.		2, 550 00	2, 550 00	
do.	290 93....do.	1, 027 77	872 79	1, 900 56	
do.	12 00 per day..		996 00	996 00	Discharged June 5, 9 a. m.
do.	1 75 per ton...		337 75	337 75	
do.	2 50....do.		565 00	565 00	
do.	1 75....do.		365 75	365 75	
do.	2 50....do.	500 00		500 00	
do.	1 75....do.		393 75	393 75	
do.	286 25 per month	632 21	804 56	1, 436 77	Taken by U. States May 25, 1865.
do.	1 75 per ton...		374 50	374 50	
do.	301 26 per month	1, 449 33	183 41	1, 632 74	
do.	286 96....do.	309 86	1, 629 18	1, 939 04	
do.	275 49....do.		2 603 81	2, 603 81	
do.	2 50 per ton...	487 50		487 50	
do.	1 75....do.		350 00	350 00	
do.	1 75....do.		330 75	330 75	
do.	12 00 per day..		781 50	781 50	Discharged June 8, 3 p. m.
do.	290 98 per month	1, 745 88	581 96	2, 327 84	
do.	12 00 per day..		858 00	858 00	Discharged June 13.
do.	308 84 per month	1, 235 36	926 52	2, 161 88	
do.	2 50 per ton...		570 00	570 00	
do.	1 75....do.		406 00	406 00	
do.	252 00 per month		2, 196 59	2, 196 59	Dropped by Quartermaster Gene- ral June 1, 1865.
do.	3 00 per ton...		555 00	555 00	
do.	294 51 per month	1, 178 04	1, 178 04	2, 356 08	
do.	1 75 per ton...		393 75	393 75	
do.	321 60 per month	1, 286 40	1, 286 40	2, 572 80	
do.	12 00 per day..	38 00		38 00	
do.	2 50 per ton...		502 50	502 50	
do.	298 18 per month	970 06	605 05	1, 575 11	Discharged June 1, 9 p. m.
do.	1 75 per ton...		397 25	397 25	
do.	12 00 per day..		700 00	700 00	
do.	2 50 per ton...		560 00	560 00	
do.	2 50....do.		525 00	525 00	
do.	1 75....do.		406 00	406 00	
do.	1 75....do.		388 50	388 50	
do.	2 50....do.		545 00	545 00	
do.	2 25....do.		492 75	492 75	
do.	2 50....do.	510 05		510 05	
do.	2 50....do.		500 00	500 00	
do.	2 50....do.		520 00	520 00	
do.	297 57 per month	1, 462 97	304 54	1, 767 51	Discharged June 1, 9 p. m.
do.	314 98....do.	1, 259 92	602 04	1, 861 96	Discharged June 28, 12 m.
do.	14 00 per day..	1, 694 00	1, 176 00	2, 870 00	Taken by U. States June 23, 12 m
do.	2 25 per ton...		450 00	450 00	
do.	1 70....do.		380 80	380 80	
do.	1 75....do.		386 75	386 75	
do.	2 50....do.	565 00		565 00	
do.	1 85....do.		382 95	382 95	
do.	12 00 per day..		1, 065 00	1, 065 00	
do.	302 65 per month	859 95	1, 104 67	1, 964 62	Discharged June 20, 12 m.
do.	1 85 per ton...		371 85	371 85	
do.	1 75....do.		350 00	350 00	
do.	326 45 per month	3, 264 50	979 35	4, 243 85	
do.	3 00 per ton...		651 00	651 00	
do.	1 75....do.		386 75	386 75	
do.	2 50....do.		545 00	545 00	
do.	20 00 per day..	3, 020 00	1, 820 00	4, 840 00	
do.	2 25 per ton...		492 75	492 75	
do.	324 00 per month	1, 620 00	567 00	2, 187 00	Discharged June 23, 12 m.
do.	12 00 per day..		771 00	771 00	
do.	306 84 per month	1, 504 51	1, 524 67	3, 029 18	
do.	1 75 per ton...		362 25	362 25	
do.	2 50....do.		497 50	497 50	
do.	301 06 per month	1, 204 24	1, 204 24	2, 408 48	

No. 56.—Statement of vessels chartered, impressed, or employed

Name of officer.	Name of vessel.	Class.	Tons and 95ths.	Date of entry into service.	When char- tered, im- pressed, or employed.	By whom put into service.
Capt. H. Bowman, <i>a. q. m.</i> —Cont'd	W. B. Crawford	Barge	202	Apr. 1, 1865	Apr. 1, 1865	Capt. H. Bowman
	W. B. Crawford	do	207	May 1, 1865	May 1, 1865	do
	W. B. McShain	do	214	Apr. 7, 1865	Apr. 7, 1865	do
	W. Burling	do	220	Apr. 24, 1865	Apr. 24, 1865	do
	W. D. Hart	do	191	Apr. 10, 1865	Apr. 10, 1865	do
	W. Farmer	do	192	Apr. 5, 1865	Apr. 5, 1865	do
	William Henry	do	124. 57	Apr. 20, 1864	Apr. 20, 1864	Capt. G. D. Wise
	William H. Pratt	do	100. 1	Apr. 22, 1864	Apr. 22, 1864	do
	W. J. Peck	do		Apr. 1, 1865	Apr. 1, 1865	Capt. H. Bowman
	M. Murtagh	do	200	Apr. 17, 1865	Apr. 17, 1865	do
	W. R. Freeman	do		Mar. 31, 1865	Mar. 31, 1865	do
	Wm. Twibell	do	232	Apr. 18, 1865	Apr. 18, 1865	do
	Wm. Twibell	do	230	May 15, 1865	May 15, 1865	do
	Wm. Twibell	do	231	June 24, 1865	June 24, 1865	do
	Young America	do	212. 2	Apr. 23, 1864	Apr. 23, 1864	Capt. G. D. Wise
	Young James	do	223	Mar. 30, 1865	Mar. 30, 1865	Capt. H. Bowman
	Young James	do	222	May 1, 1865	May 1, 1865	do
Capt. D. N. Welch, <i>a. q. m.</i>	Minnehaha	Steamer	Unk'n	July 14, 1864	July 14, 1864	Capt. D. N. Welch, <i>a. q. m.</i>
	Iatan	do	do	July 14, 1864	July 14, 1864	do
	Cora	Barge	do	July 18, 1864	July 18, 1864	do
	McCartherey	do	do	July 19, 1864	July 19, 1864	do
	Adam Spourle	do	do	July 20, 1864	July 20, 1864	do
	Eclipse	Steamer	do	July 21, 1864	July 21, 1864	do
	Grand Pass	Barge	do	July 21, 1864	July 21, 1864	do
	Prairie State	Steamer	do	July 28, 1864	July 28, 1864	do
	Archer	Barge	do	Aug. 5, 1864	Aug. 5, 1864	do
	Havana	Steamer	do	Aug. 5, 1864	Aug. 5, 1864	do
	W. P. No. 2	Barge	do	Aug. 5, 1864	Aug. 5, 1864	do
	John No. 2	do	do	Aug. 5, 1864	Aug. 5, 1864	do
	St'r Resolute and brig Johannes.	Steamer and brig.	do	Aug. 7, 1864	Aug. 7, 1864	do
	Industry	Barge	do	Aug. 8, 1864	Aug. 8, 1864	do
	Sass	do	do	Aug. 12, 1864	Aug. 12, 1864	do
	Porter Rhodes	do	do	Aug. 7, 1864	Aug. 7, 1864	do
	Joseph Kanfer	do	do	Aug. 21, 1864	Aug. 21, 1864	do
	Citizen	Steamer	do	Aug. 20, 1864	Aug. 20, 1864	do
	Melnotte	do	do	Aug. 17, 1864	Aug. 17, 1864	do
	R. C. Snow	Barge	do	Aug. 20, 1864	Aug. 20, 1864	do
Capt. James Brooks, <i>a. q. m.</i>	Belvidere	do	do	Aug. 22, 1864	Aug. 22, 1864	do
	Elgin	do	do	Aug. 26, 1864	Aug. 26, 1864	do
	Ben Accord	Steamer	do	Aug. 23, 1864	Aug. 23, 1864	do
	Effie Deans	do	do			do
	Alice	do		Aug. 14, 1864	Aug. 14, 1864	Capt. Jas. Brooks, <i>a. q. m.</i>
	Dave C. Horton	do		Aug. 10, 1864	Aug. 10, 1864	do
	Lotus	do		Aug. 14, 1864	Aug. 14, 1864	do
	Majestic	do		Aug. 3, 1864	Aug. 3, 1864	do
	Nora	do		Aug. 16, 1864	Aug. 16, 1864	do
	Virginia Barton	do		Aug. 15, 1864	Aug. 15, 1864	do
Captain J. G. C. Lee, <i>a. q. m.</i>	A. A. Wotkins	Tug	42	Apr. 1, 1863	Apr. 1, 1863	Capt. J. G. C. Lee
	A. Smith	Barge	123	Apr. 16, 1863	Apr. 16, 1863	do
	Amazon	do	125	June 26, 1864	June 26, 1864	do
	Ben. Wender	Propeller	136. 60	May 25, 1864	May 25, 1864	do
	Blue Mountain	Barge	122. 58	May 25, 1864	May 25, 1864	do
	Blue Mountain	do		Apr. 1, 1865	Apr. 1, 1865	do
	Col. C. G. Sawtell	Tug	83	Apr. 1, 1863	Apr. 1, 1863	do
	Col. Rufus Ingalls	do	83	Apr. 1, 1863	Apr. 1, 1863	do
	Capt. C. L. Reed	Barge	120	Feb. 20, 1863	Feb. 20, 1863	Capt. C. B. Ferguson
	D. Gazley	Steam-barge	134. 23	Apr. 26, 1864	Apr. 26, 1864	Capt. J. G. C. Lee
	Dellhymes	Barge	125	Apr. 16, 1863	Apr. 16, 1863	Capt. C. B. Ferguson
	Fulton	Steamer		Dec. 23, 1864	Dec. 23, 1864	Capt. J. G. C. Lee
	Geo. Davidson	Barge	134. 65	May 14, 1864	May 14, 1864	do
	Genesee	do	116. 53	June 1, 1864	June 1, 1864	do
	Geo. Miller	do	125	July 1, 1864	July 1, 1864	do
	J. W. D. Pentz	Steamer	308	Oct. 14, 1863	Oct. 14, 1863	Capt. C. B. Ferguson
	J. M. Lewis	do	150	Apr. 1, 1863	Apr. 1, 1863	Capt. J. G. C. Lee
	Jewett Richmond	Barge	145. 55	June 27, 1864	June 27, 1864	do
	Jim Stevens	do	132. 29	May 30, 1864	May 30, 1864	do
	J. N. Westfall	do	139. 19	Apr. 7, 1865	Apr. 7, 1865	do
	Jos. Page	do	154. 71	July 3, 1864	July 3, 1864	do

in the Quartermaster's department, &c.—Continued.

Where char- ter money is payable.	Rate of pay.	Amount paid.	Amount unpaid.	Total earnings.	Remarks.
Philadelphia..	\$2 50 per ton...		\$505 00	\$505 00	
do.	1 75....do.		362 25	362 25	
do.	3 00....do.		642 00	642 00	
do.	2 00....do.		440 00	440 00	
do.	2 50....do.		477 50	477 50	
do.	2 50....do.		480 00	480 00	
do.	299 04 per month	\$605 21	270 10	875 31	
do.	240 02....do.	598 11	792 06	1,390 17	Taken by United States June 10.
do.	12 00 per day..		1,042 50	1,042 50	
do.	2 50 per ton...		500 00	500 00	
do.	12 00 per day..		1,089 00	1,089 00	
do.	2 50 per ton...		580 00	580 00	
do.	1 75....do.		402 50	402 50	
do.	1 75....do.		404 25	404 25	
do.	848 08 per month	1,203 72	3,423 32	4,627 04	Discharged June 3, 6 p. m.
do.	2 50 per ton...		557 50	557 50	
do.	1 75....do.		388 50	388 50	
St. Louis, Mo..	500 00 per day..		6,958 33	6,958 33	Voucher issued.
do.	per head..		3,310 39	3,310 39	Do.
do.	15 00 per day..		670 62	670 62	Do.
do.	12 50....do.		460 41	460 41	Do.
do.	15 00....do.		539 37	539 37	Do.
do.	310 00....do.		10,709 16	10,709 16	Voucher issued. \$270 ded'd for fuel.
do.	15 00....do.		621 87	621 87	Voucher issued.
do.	310 00....do.		10,772 50	10,772 50	Do.
do.	12 50....do.		237 50	237 50	Do.
do.	105 00....do.		2,800 00	2,800 00	Transferred to Capt. L. S. Metcalf. Pay due.
do.	15 00....do.		398 75	398 75	Voucher issued.
do.	15 00....do.		398 75	398 75	Do.
do.	60 00....do.		1,485 00	1,485 00	Transferred to Capt. L. S. Metcalf, a. q. m. Pay due.
do.	12 50....do.		292 71	292 71	Voucher issued.
do.	Price to be fixed on re- turn of barge.				Transferred to Capt. L. S. Metcalf, a. q. m. Pay due.
do.	15 00 per day..		371 75	371 75	Do. do.
do.	15 00....do.		157 50	157 50	Voucher issued.
do.	Price to be fixed on re- turn of boat.				Transferred to Capt. L. S. Metcalf, a. q. m. Pay due.
do.	do.				Do. do.
do.	15 00 per day..		175 00	175 00	Do. do.
do.	15 00....do.		142 50	142 50	Do. do.
do.	10 00....do.		57 50	57 50	Do. do.
do.	60 00....do.		510 00	510 00	Do. do.
do.	per voy'e.		17,500 00	17,500 00	Do. do.
Cincinnati, O..	80 00....	1,400 00		1,400 00	These six boats were chartered in August last, by order of the Quartermaster General, for light patrols for the upper Ohio river. Got into service at the request of Governor Brough, of Ohio.
do.	65 00....	6,792 50		6,792 50	
do.	70 00....	7,035 00		7,035 00	
do.	75 00....	11,292 50		11,292 50	
do.	75 00....	7,612 50		7,612 50	
do.	75 00....	7,462 50		7,462 50	
Alexandria, Va	40 00 per day..	11,335 43		11,335 43	
do.	295 20 per month	2,347 40	407 40	3,754 80	
do.	300 00....do.	839 35		839 35	
do.	60 00 per day..	11,059 02		11,059 02	
do.	291 26 per month	2,195 26	410 54	2,605 80	
do.	50 00 per day..	8,421 24	3,781 25	12,202 49	
do.	50 00....do.	9,825 03		9,825 03	
do.	288 00 per month	288 00		288 00	
do.	40 00 per day..	14,986 60		14,986 60	
do.	300 00 per month	2,247 31	300 00	2,547 31	
do.	125 00 per day..		161 45	161 45	
do.	323 24 per month	2,315 66		2,315 66	
do.	279 75....do.	1,561 08	1,927 80	3,488 88	
do.	300 00....do.	2,099 99	1,500 00	3,599 99	
do.	100 00 per day..	20,739 03	5,229 17	25,968 20	
do.	100 00....do.	31,604 95	3,000 00	34,604 95	
do.	349 48 per month	1,280 58		1,280 58	
do.	317 53....do.	2,873 13	1,403 27	4,276 40	
do.	334 08....do.	640 32		640 32	
do.	371 39....do.	1,743 43		1,743 43	

No. 56.—Statement of vessels chartered, impressed, or employed

Name of officer.	Name of vessel.	Class.	Tons and 95ths.	Date of entry into service.	When char- tered, im- pressed, or employed.	By whom put into service.
Capt. J. G. C. Lee, <i>a. q. m.</i> —Cont'd.	Jas. Wilcox	Barge	135	Apr. 16, 1863	Apr. 16, 1863	Capt. C. B. Fergu- son.
	Lookout	Steam-tug ..	60	Feb. 24, 1863	Feb. 24, 1863	do.....
	L. Boyer	do.....	101. 55	Mar. 27, 1865	Mar. 27, 1865	Capt. J. G. C. Lee.
	Linnet	Barge	120. 60	July 7, 1864	July 7, 1864	do.....
	Lady of the Lake.	do.....	102	Apr. 15, 1863	Apr. 15, 1863	Capt. C. B. Fergu- son.
	Manhattan	Steamer	320	Apr. 22, 1863	Apr. 22, 1863	Capt. J. G. C. Lee.
	Mohawk	Steam-tug ..	55	Apr. 1, 1863	Apr. 1, 1863	do.....
	May Flower	Barge	160	June 1, 1864	June 1, 1864	do.....
	Mary & Emma	do.....	132	June 26, 1864	June 26, 1864	do.....
	Maj. Gen. Meade	do.....	128. 90	May 25, 1864	May 25, 1864	do.....
	Morning Light	do.....	129. 60	June 1, 1864	June 1, 1864	do.....
	Major O'Reilly	do.....	133. 75	July 1, 1864	July 1, 1864	do.....
	Nelly Jenkins	Steam-barge ..	63. 43	Apr. 7, 1865	Apr. 7, 1865	do.....
	Naomi W. Finch	Barge	145. 72	July 3, 1864	July 3, 1864	do.....
	R. F. Silliman	do.....	135	Apr. 17, 1863	Apr. 17, 1863	do.....
	Schuyler	Steam-tug ..	30	Apr. 1, 1863	Apr. 1, 1863	do.....
	St. Nicholas	Barge .....	.....	.....	.....	.....do.....
	Tigress	Steam-tug ..	49	Apr. 1, 1863	Apr. 1, 1863	do.....
	Wilson Small	Steamer	250	Dec. 5, 1863	Dec. 5, 1863	do.....
	Ben. Coursin	do.....	52. 37	Sept. 1, 1864	Sept. 1, 1864	Capt. J. H. Pratt ..
	Chippewa	do.....	120	Sept. 1, 1864	Sept. 1, 1864	do.....
	Annie Jacobs	do.....	165	Sept. 6, 1864	Sept. 6, 1864	do.....
	Carrie Jacobs	do.....	178. 30	Sept. 1, 1864	Sept. 1, 1864	do.....
	J. J. Cadot	do.....	65. 62	Sept. 11, 1864	Sept. 11, 1864	do.....
	J. J. Cadot	do.....	65. 62	Sept. 28, 1864	Sept. 28, 1864	do.....
	Leonora	do.....	258. 15	Sept. 1, 1864	Sept. 1, 1864	Capt. L. Richard- son.
Captain J. H. Pratt, <i>a. q. m.</i>	Chippewa	do.....	120	Oct. 1, 1864	Oct. 1, 1864	Capt. J. H. Pratt..
	Annie Jacobs	do.....	165	Oct. 2, 1864	Oct. 2, 1864	do.....
	Carrie Jacobs	do.....	178. 30	Oct. 3, 1864	Oct. 3, 1864	do.....
	J. J. Cadot	do.....	65. 62	Oct. 1, 1864	Oct. 1, 1864	do.....
	J. J. Cadot	do.....	65. 62	Nov. 18, 1864	Nov. 18, 1864	do.....
	J. H. Done	do.....	232. 1	Nov. 19, 1864	Nov. 19, 1864	do.....
	Alamo	do.....	83. 80	Nov. 22, 1865	Nov. 22, 1864	do.....
	Essex	Propeller ..	55. 1	Jan. 15, 1865	Jan. 15, 1865	do.....
	Rose Hambleton	Steamer	Unk'n..	Jan. 19, 1865	Jan. 19, 1865	do.....
	Rose Hambleton	do.....	.....	Feb. 20, 1865	Feb. 20, 1865	do.....
	Ingomar	do.....	.....	Mar. 12, 1865	Mar. 12, 1865	do.....
	Hamilton Belle	Ferry-boat ..	.....	Mar. 12, 1865	Mar. 12, 1865	do.....
	Platte Valley	Steamer .....	.....	Apr. 20, 1865	Apr. 20, 1865	do.....
	Rose Hambleton	do.....	.....	May 6, 1865	May 6, 1865	do.....
	Silver Wave	do.....	.....	May 1, 1865	May 1, 1865	do.....
	Enterprise	do.....	.....	May 3, 1865	May 3, 1865	do.....
	Rodolph	do.....	.....	May 4, 1865	May 4, 1865	do.....
	Clyde No. 3	do.....	.....	May 6, 1865	May 6, 1865	do.....
	Adm'l Farragut	do.....	.....	June 28, 1865	June 28, 1865	do.....
	Mystery	Sloop	10	July 1, 1864	July 1, 1864	Lieut. M. J. Fitz- gerald.
	Foam	do.....	9	Dec. 1, 1864	Dec. 1, 1864	do.....
	Thorndyke	Schooner ..	15	Aug. 11, 1864	Aug. 11, 1864	do.....
	Thorndyke	do.....	15	Oct. 14, 1864	Oct. 14, 1864	do.....
	Jenny Jones	Steamer	100	Nov. 30, 1864	Nov. 30, 1864	do.....
	Thorndyke	Schooner ..	15	Nov. 20, 1864	Nov. 20, 1864	do.....
	Thorndyke	do.....	15	Feb. 1, 1865	Feb. 1, 1865	do.....
	Financier	Steamer	600	July 10, 1864	July 10, 1864	Lieut. F. Ehrman, <i>a. a. q. m.</i>
Capt. A. C. Woolfolk, <i>a. q. m.</i>	Sunny South	do.....	550	July 24, 1864	July 24, 1864	Capt. A. C. Wool- folk.
	Poland	do.....	350	July 24, 1864	July 24, 1864	do.....
	Arizona	do.....	450	July 24, 1864	July 24, 1864	do.....
	Diadem	do.....	400	July 31, 1864	July 31, 1864	do.....
	Superior	do.....	650	July 28, 1864	July 28, 1864	do.....
	*Arizona	do.....	450	Aug. 10, 1864	Aug. 10, 1864	do.....
	*Silver Cloud	do.....	500	Aug. 23, 1864	Aug. 23, 1864	do.....
	*Brilliant	do.....	700	Aug. 27, 1864	Aug. 27, 1864	do.....
	*Aurora	do.....	700	Aug. 30, 1864	Aug. 30, 1864	do.....
	*Schuyler	do.....	500	Sept. 1, 1864	Sept. 1, 1864	do.....
	*N. W. Longworth	do.....	700	Sept. 8, 1864	Sept. 8, 1864	do.....
	Financier	do.....	600	Sept. 30, 1864	Sept. 30, 1864	do.....
	*Aurora	do.....	700	Oct. 2, 1864	Oct. 2, 1864	do.....
	S. C. Baker	do.....	155	Oct. 2, 1864	Oct. 2, 1864	do.....

* Referred to Capt. L. S. Metcalf, *a. q. m.*, for settlement.

by the Quartermaster's department, &c.—Continued.

Where char- ter money is payable.	Rate of pay.	Amount paid.	Amount unpaid.	Total earnings.	Remarks.
Alexandria, Va	\$324 00 per month	\$1,055 61		\$1,055 61	
.....do.....	35 00 per day..	1 907 50		1,907 50	
.....do.....	52 50.....do....	2,251 00	\$1,570 80	3,821 80	
.....do.....	288 65 per month	824 04		824 04	
.....do.....	244 80.....do....	2,582 78	489 60	3,072 38	
.....do.....	125 00 per day..	11,187 50		11,187 50	
.....do.....	40 00.....do....	10,080 14	2,611 32	12,691 46	
.....do.....	384 00 per month	1,421 93		1,421 93	
.....do.....	316 80.....do....	1,074 67		1,074 67	
.....do.....	309 47.....do....	770 96		770 96	
.....do.....	311 10.....do....	2,797 31	1,244 40	4,041 71	
.....do.....	321 09.....do....	3,210 89	642 18	3,853 07	
.....do.....	30 00 per day..	530 55	900 00	1,430 55	
.....do.....	349 81 per month	1,562 81		1,562 81	
.....do.....	324 00.....do....	4,238 99		4,238 99	
.....do.....	30 00 per day..	5,521 89	890 00	6,411 89	
.....do.....	134 87.....do....	134 87		134 87	
.....do.....	50 00 per day..	5,157 30		5,157 30	
.....do.....	85 00.....do....	10,666 31		10,666 31	
St. Louis, Mo.					Sunk September 28, 1864.
.....do.....					Discharged September 27, 1864.
.....do.....					Discharged September 8, 1864.
.....do.....					Discharged September 16, 1864.
.....do.....					Discharged September 15, 1864.
.....do.....					Discharged September 30, 1864.
.....do.....					Received by transfer from Capt. L. Richardson. Transferred to Capt. L. S. Van Vleit November 29.
.....do.....					Discharged October 26, 1864.
.....do.....					Discharged October 13, 1864.
.....do.....					Discharged October 8, 1864.
.....do.....					Discharged October 31, 1864.
.....do.....					Discharged December 29, 1864.
.....do.....					Sunk November 24, 1864.
.....do.....					Discharged June 5, 1865.
.....do.....					Discharged January 18, 1865.
.....do.....					Discharged January 23, 1865.
.....do.....					Discharged February 26, 1865.
.....do.....					Discharged March 23, 1865.
.....do.....					Transferred to Capt. L. S. Van Vleit, Memphis, Tenn., June 4 1865.
.....do.....					Discharged April 21, 1865.
.....do.....					Discharged May 11, 1865.
.....do.....					Discharged May 7, 1865.
.....do.....					Discharged May 12, 1865.
.....do.....					Discharged May 11, 1865.
.....do.....					Discharged May 13, 1865.
.....do.....					Discharged June 28, 1865.
	125 00 per month	625 00		625	
.....do.....	150 00.....do....	1,050 00		1,050 00	
.....do.....	3 00 per voy'e.	3 00		3 00	
.....do.....	3 00.....do....	3 00		3 00	
.....do.....	100 00.....do....	100 00		100 00	
.....do.....	6 00.....do....	6 00		6 00	
.....do.....	6 00.....do....	6 00		6 00	
St. Louis, Mo.	196 04 per day..	16,075 28		16,075 28	By voucher.
.....do.....	244 00.....do....	1 840 15		1,840 15	Do.
.....do.....	185 00.....do....	11,146 25		11,146 25	Do.
.....do.....	200 00.....do....	10,408 33		10,408 33	Do.
.....do.....	206 25.....do....	16,293 75		16,293 75	Do.
.....do.....	304 42.....do....	1,826 52		1,826 52	Do.
.....do.....					
.....do.....					
.....do.....					
.....do.....					
.....do.....					
.....do.....	214 50 per day..	11,404 25		11,404 25	By voucher.
S. Louis, Mo.	395 32 per day..	1,581 28		1,581 28	Do

No. 56.—*Statement of vessels chartered, impressed, or employed*

Name of officer.	Name of vessel.	Class.	Tons and 95ths.	Date of entry into service.	When char- tered, im- pressed, or employed.	By whom put into service.
Capt. A. C. Woolfolk, a. g. m.—Cont'd.	*City of Pekin....	Steamer....	550	Oct. 2, 1864	Oct. 2, 1864	Capt. A. C. Wool- folk.
	Bostona No. 2....	do.....	450	Oct. 8, 1864	Oct. 8, 1864	do.....
	*St. Cloud.....	do.....	600	Oct. 8, 1864	Oct. 8, 1864	do.....
	Sandy Valley....	do.....	100	Oct. 12, 1864	Oct. 12, 1864	do.....
	S. C. Barker.....	do.....	155	Oct. 18, 1864	Oct. 18, 1864	do.....
	*Des Moines.....	do.....	500	Oct. 27, 1864	Oct. 27, 1864	do.....
	Poland.....	do.....	350	Nov. 7, 1864	Nov. 7, 1864	do.....
	R. E. Hill.....	do.....	175	Nov. 7, 1864	Nov. 7, 1864	do.....
	*S. Bayard.....	do.....	150	Nov. 10, 1864	Nov. 10, 1864	do.....
	*Poland.....	do.....	350	Nov. 11, 1864	Nov. 11, 1864	do.....
	Diadem.....	do.....	400	Nov. 11, 1864	Nov. 11, 1864	do.....
	J. H. Groesback..	do.....	800	Nov. 20, 1864	Nov. 20, 1864	do.....
	*R. B. Hamilton...	do.....	320	Nov. 22, 1864	Nov. 22, 1864	do.....
	New Ben Accord..	do.....	300	Nov. 30, 1864	Nov. 30, 1864	do.....
	Tom Jones.....	do.....	250	Dec. 4, 1864	Dec. 4, 1864	do.....
	Victory.....	do.....	350	Dec. 8, 1864	Dec. 8, 1864	do.....
	† Shingiss.....	do.....	246	Dec. 11, 1864	Dec. 11, 1864	do.....
	*Omaha.....	do.....	600	Dec. 17, 1864	Dec. 17, 1864	do.....
	Diadem.....	do.....	400	Dec. 17, 1864	Dec. 17, 1864	do.....
	*Imperial.....	do.....	450	Dec. 17, 1864	Dec. 17, 1864	do.....
	Gladiator.....	do.....	900	Dec. 17, 1864	Dec. 17, 1864	do.....
	Alex. Speer.....	do.....	300	Dec. 19, 1864	Dec. 19, 1864	do.....
	Marmora.....	do.....	200	Jan. 5, 1865	Jan. 5, 1865	do.....
	*Silver Wave.....	do.....	500	Jan. 15, 1865	Jan. 15, 1865	do.....
	*Madison.....	do.....	800	Jan. 15, 1865	Jan. 15, 1865	do.....
	Prairie State....	do.....	450	Jan. 15, 1865	Jan. 15, 1865	do.....
	*Diadem.....	do.....	400	Jan. 15, 1865	Jan. 15, 1865	do.....
	Alex. Speer.....	do.....	300	Jan. 15, 1865	Jan. 15, 1865	do.....
	*Live Oak.....	do.....	500	Jan. 15, 1865	Jan. 15, 1865	do.....
	*Gladiator.....	do.....	900	Jan. 15, 1865	Jan. 15, 1865	do.....
	*Brazil.....	do.....	225	Jan. 15, 1865	Jan. 15, 1865	do.....
	S. C. Baker.....	do.....	155	Jan. 16, 1865	Jan. 16, 1865	do.....
	Eclipse.....	do.....	400	Jan. 17, 1865	Jan. 17, 1865	do.....
	*Gen. U. S. Grant.	do.....	300	Jan. 20, 1865	Jan. 20, 1865	do.....
	Maria Deming....	do.....	1,800	Jan. 18, 1865	Jan. 18, 1865	do.....
	R. J. Lockwood...	do.....	800	Jan. 18, 1865	Jan. 18, 1865	do.....
	Julia.....	do.....	1,000	Jan. 18, 1865	Jan. 18, 1865	do.....
	*Diadem.....	do.....	400	Jan. 29, 1865	Jan. 29, 1865	do.....
	*Belle Memphis...	do.....	1,200	Jan. 29, 1865	Jan. 29, 1865	do.....
	*Atlantic.....	do.....	1,000	Jan. 29, 1865	Jan. 29, 1865	do.....
	Reserve.....	do.....	150	Jan. 30, 1865	Jan. 30, 1865	do.....
	*Mississippi.....	do.....	1,800	Jan. 30, 1865	Jan. 30, 1865	do.....
	*City of Memphis.	do.....	1,900	Jan. 30, 1865	Jan. 30, 1865	do.....
	*Magenta.....	do.....	1,800	Jan. 31, 1865	Jan. 31, 1865	do.....
	*C. E. Hillman....	do.....	750	Jan. 31, 1865	Jan. 31, 1865	do.....
	*T. L. McGill.....	do.....	1,400	Feb. 1, 1865	Feb. 1, 1865	do.....
	*Kate Rinney.....	do.....	1,200	Feb. 1, 1865	Feb. 1, 1865	do.....
	*White Cloud No. 2	do.....	1,200	Feb. 1, 1865	Feb. 1, 1865	do.....
	*Jas. Raymond....	do.....	340	Feb. 1, 1865	Feb. 1, 1865	do.....
	*Ida Handy.....	do.....	1,000	Feb. 1, 1865	Feb. 1, 1865	do.....
	*Isabella.....	do.....	800	Feb. 1, 1865	Feb. 1, 1865	do.....
	*Adam Jacobs.....	do.....	800	Feb. 2, 1865	Feb. 2, 1865	do.....
	S. Bayard.....	do.....	150	Feb. 13, 1865	Feb. 13, 1865	do.....
	*Monsoon.....	do.....	600	Feb. 27, 1865	Feb. 27, 1865	do.....
	*New Ben Accord..	do.....	300	Mar. 17, 1865	Mar. 17, 1865	do.....
	*Argosy.....	do.....	425	Jan. 7, 1865	Jan. 7, 1865	do.....
	Phillips.....	Barge.....	125	Aug. 7, 1864	Aug. 7, 1864	do.....
	Rowena.....	do.....	100	Aug. 10, 1864	Aug. 10, 1864	do.....
	Lebanon.....	do.....	125	Sept. 6, 1864	Sept. 6, 1864	do.....
	Minnesota Belle..	do.....	150	Nov. 10, 1864	Nov. 10, 1864	do.....
	Phillips.....	do.....	125	Dec. 20, 1864	Dec. 20, 1864	do.....
	Brunette.....	do.....	175	Jan. 1, 1865	Jan. 1, 1865	do.....
	Superb.....	do.....	175	Jan. 1, 1865	Jan. 1, 1865	do.....
	Cumberland.....	do.....	250	Jan. 16, 1865	Jan. 16, 1865	do.....
	Tennessee.....	do.....	250	Jan. 16, 1865	Jan. 16, 1865	do.....
	Amanda.....	do.....	125	Feb. 3, 1865	Feb. 3, 1865	do.....
	Brunette.....	do.....	175	Feb. 13, 1865	Feb. 13, 1865	do.....
	Superb.....	do.....	175	Feb. 13, 1865	Feb. 13, 1865	do.....
	Phillips.....	do.....	125	Feb. 2, 1865	Feb. 2, 1865	do.....
	Phillips.....	do.....	125	Feb. 21, 1865	Feb. 21, 1865	do.....
	*Wm. P. No. 3....	do.....	100	Mar. 17, 1865	Mar. 17, 1865	do.....
	*John No. 1.....	do.....	125	Mar. 17, 1865	Mar. 17, 1865	do.....
	*John No. 2.....	do.....	125	Mar. 17, 1865	Mar. 17, 1865	do.....
	Phillips.....	do.....	125	May 1, 1865	May 1, 1865	do.....

* Referred to Captain L. S. Metcalf, a. g. m., for settlement.

by the Quartermaster's department, &c.—Continued.

Where char- ter money is payable.	Rate of pay.	Amount paid.	Amount unpaid.	Total earnings.	Remarks.
St. Louis, Mo.	\$361 81 per day..	\$3,207 19		\$3,207 19	By voucher.
St. Louis, Mo.	60 00 per day..	52 50		52 50	Do.
do.	395 32....do.	2,767 24		2,767 24	Do.
St. Louis, Mo.	185 00 per day..	423 95		423 95	Do.
do.	120 00....do.	155 00		155 00	Do.
St. Louis, Mo.	224 15 per day..	7,281 62		7,281 62	Do.
do.	290 60....do.	3,983 63		3,983 63	Do.
St. Louis, Mo.	228 00 per day..	8,216 64		8,216 64	Do.
do.	175 00....do.	1,188 54		1,188 54	Do.
do.	120 30....do.	240 60		240 60	Do.
St. Louis, Mo.	230 60 per day..	2,027 43		2,027 43	Do.
St. Louis, Mo.	383 00 per day..	383 00		383 00	Do.
do.	215 00....do.	4,099 06		4,099 06	Do.
do.	204 18....do.	11,476 61		11,476 61	Do.
St. Louis, Mo.	189 03 per day..	945 15		945 15	Do.
St. Louis, Mo.	221 34 per day..	2,656 08		2,656 08	Do.
St. Louis, Mo.	163 00 per day..	7,946 25		7,946 25	Do.
do.	320 00....do.	3,786 60		3,786 60	Do.
St. Louis, Mo.	248 12 per day..	248 12		248 12	Do.
do.	437 00....do.	437 00		437 00	Do.
do.	372 33....do.	372 33		372 33	Do.
					Transferred to F. W. Perkins, New Orleans.
St. Louis, Mo.	181 95 per day..	3,911 92		3,911 92	By voucher.
do.					
do.					
do.	12 00 per day..	372 00		372 00	Do.
do.	10 00....do.	1,180 00		1,180 00	Do.
do.	15 00....do.	285 00		285 00	Do.
do.	15 00....do.	840 00		840 00	Do.
do.	12 00....do.	216 00		216 00	Do.
do.	15 00....do.	645 62		645 62	Do.
do.	15 00....do.	645 62		645 62	Do.
do.	20 00....do.	975 00		975 00	Do.
do.	20 00....do.	975 00		975 00	Do.
do.	12 00....do.	336 00		336 00	Do.
do.	15 00....do.	382 50		382 50	Do.
do.	15 00....do.	382 50		382 50	Do.
do.	12 00....do.	36 00		36 00	Do.
do.	12 00....do.	96 00		96 00	Do.
do.					
do.					
do.					
do.	12 00 per day..	168 00		168 00	Do.

† Referred to Captain James Brooks, a. g. m., for settlement.

No. 56.—Statement of vessels chartered, impressed, or employed

Name of officer.	Name of vessel.	Class.	Tons and 95ths.	Date of entry into service.	When chartered, impressed, or employed.	By whom put into service.
Capt. S. W. Hoskins, a. q. m.	Louise	Steamer				
	Nanshon	do.	467. 40	Jan. 13, 1865	Jan. 13, 1865	Capt. W. H. Bailhache.
	Sarah E. Brown	do.	82. 5	Mar. 22, 1865	Mar. 22, 1865	Capt. A. S. Kimball
	Minguas	do.	160. 6	Dec. 27, 1864	Dec. 27, 1865	Col. R. C. Webster.
	Edward Everett	do.				
	Ella May	do.	142. 43	Mar. 1, 1864	Mar. 1, 1864	Lt. Col. H. Biggs ..
	Louisburg	do.				
	Matagorda	do.				
	Princeton	Propeller	136. 46	Dec. 19, 1864	Dec. 19, 1864	Cap. J. R. Jennings
	J. Hall	do.	164	Feb. 24, 1864	Feb. 24, 1864	do.
	Rebecca Clyde	do.				
	Ellen S. Terry	do.				
	Parthenia	do.				
	Tappahannock	do.				
	Dudley Buck	do.				
	El Cid	do.				
	Vine Land	do.				
	Empire	do.				
	E. C. Riddle	do.				
	Gen. Shipley	St'n-w. st'r				
	Gen. Berry	do.	144. 17	Sept. 2, 1863	Sept. 2, 1863	Capt. W. W. McKim
	Ambition	Steam-tug	35			Col. G. D. Wise ..
	Orlando	do.	48. 20	Sept. 30, 1864	Sept. 30, 1864	Lt. Col. H. Biggs ..
	J. P. Whipple	do.		Apr. 27, 1864	Apr. 27, 1864	Capt. G. D. Wise ..
	J. P. Levy	do.	57. 58	Mar. 3, 1864	Mar. 3, 1864	Capt. G. W. Bradley
	Winpenny	do.				
	T. Lavergne	do.				
	S. C. Brooks	do.				
	Chowan	do.				
	W. M. Baxter	Barge				
	C. J. Ryan	do.				
	Delta	do.	117. 11	Apr. 22, 1864	Apr. 22, 1864	Capt. G. D. Wise ..
	John Twibell	do.	115	Apr. 22, 1864	Apr. 22, 1864	do.
	Metropolitan	do.				
	Thomas Lynch	do.	126. 10	Apr. 20, 1864	Apr. 20, 1864	Capt. G. D. Wise ..
	A. A. Howlett	do.				
	City of Troy	do.	123	Apr. 15, 1864	Apr. 15, 1864	Capt. Allen.
	R. T. Silliman	do.				
	Ellen Ryan	do.	124. 58	May 19, 1864	May 19, 1864	Capt. J. R. Jennings
	Board of Trade	do.				
	Mary and Emma	do.	132. 50	Mar. 29, 1865	Mar. 29, 1865	Capt. J. G. C. Lee.
	W. T. Warner	do.				
	W. H. Platt	do.	100. 1	Apr. 22, 1864	Apr. 22, 1864	
	Wybell	do.				
	L. P. Gardner	do.	164			
	Oregon	do.	263	May 31, 1864	May 31, 1864	Capt. F. J. Crilley.
	Geo. Davidson	do.				
	Ellen Gunison	do.	118. 84	Apr. 20, 1864	Apr. 20, 1864	Capt. G. D. Wise ..
	Olive Branch	do.				
	Iowa	do.	258. 30	Apr. 25, 1864	Apr. 25, 1864	Capt. F. J. Crilley.
	Alex'r the Great	do.	119. 70	Apr. 20, 1864	Apr. 20, 1864	Capt. G. D. Wise ..
	James Murray	do.	135	Apr. 20, 1864	Apr. 20, 1864	do.
	Jenny Lind	do.				
	Emma Tracy	do.	135. 25			Capt. Allen.
	Dr. W. F. Nutten	do.	135	Apr. 15, 1864		Gen. D. H. Rucker
	Milton Wilkins	do.	125. 15			Capt. J. A. Jennings
	A. Smith	do.				
	Columbiad	do.				Capt. A. P. Blunt.
	Fair Lady	do.	131. 94			
	Mountain Gem	do.				
	General Shields	do.				
	E. T. Connolly	do.				
Capt. S. D. Burchard, a. q. m.	Lucian	Schooner	80	Jan. 22, 1864	Jan. 22, 1864	
	E. S. Biven	do.	66. 78	Feb. 1, 1865	Feb. 1, 1865	
	Post Ralph	do.	427	Oct. 15, 1864	Oct. 15, 1864	Col. S. L. Brown ..
	A. C. Leavitt	do.	200	Oct. 19, 1864	Oct. 19, 1864	do.
	M. E. Rowland	Brig	436	Oct. 20, 1864	Oct. 20, 1864	do.
	Tubal Cain	do.	439	Oct. 24, 1864	Oct. 24, 1864	do.
	Norah	Schooner	336	Nov. 17, 1864	Nov. 17, 1864	do.
Capt. A. M. Tucker, a. q. m.	John Sidney	Ship	866	Dec. 9, 1864	Dec. 9, 1864	do.
	Anna M. Palmer	Bark	564. 32	Dec. 14, 1864	Dec. 14, 1864	do.
Capt. E. D. Chapman, a. q. m.	Jacob Strader	Steamer	905. 50	Dec. 23, 1864	Dec. 23, 1864	Z. M. Sherley
	A. E. Glover	Schooner	278	Oct. 17, 1864	Oct. 17, 1864	Col. S. L. Brown ..
	Francis Burritt	do.	197	Oct. 20, 1864	Oct. 19, 1864	do.
	Savannah	do.	414	Nov. 21, 1864	Nov. 21, 1864	do.
	L. B. Ives	do.	233. 50	Nov. 30, 1864	Nov. 30, 1864	do.

by the Quartermaster's department, &c.—Continued.

Where char- ter money is payable.	Rate of pay.	Amount paid.	Amount unpaid.	Total earnings.	Remarks.
	\$150 00 per day				
	50 00...do				
	72 00...do				Burnt by the enemy April 7, 1865.
	80 00 per day				
	55 00 per day				Transient.
					Do.
					Do.
					Do.
					Do.
					Do.
					Do.
					Do.
					Do.
	75 00 per day				
	45 00 per day				
	42 50...do				
	50 00...do				Do.
					Do.
					Do.
					Do.
	281 07 per month				
	276 00...do				Ordered to Morehead city.
	302 65 per month				
	295 00 per month				Burnt by enemy April 7, 1865.
	299 07 per month				
					Ordered to Morehead city.
	250 00 per month				
	50 00 per day				
	285 32 per month				
	40 00 per day				
	287 37 per month				
	324 00...do				
	324 00 per month				
					Burnt by enemy April 7, 1865.
	320 00 per month				Storeship and lighter at Newbern.
	266 00...do				Blockade light-vessel.
New York	65 00 per day	\$14,852 50	\$1,950 00	\$16,802 50	
do	33 00...do	4,362 87	2,677 12	7,039 99	
do	47 00...do	9,215 91		9,215 91	
do	73 00...do	11,643 50	3,555 70	15,199 20	
do	44 80...do	8,064 00		8,064 00	
do	115 46½...do		23,497 47	23,497 47	
do	74 24½...do		13,475 46	13,475 46	
Louisville, Ky.	50 00...do	5,000 00		5,000 00	
New York	47 00...do	5,405 00		5,405 00	
do	33 00...do	4,582 87		4,582 87	
do	55 20...do	6,347 00		6,347 00	
do	35 00...do	1,575 00		1,575 00	

No. 56.—Statement of vessels chartered, impressed, or employed

Name of officer.	Name of vessel.	Class.	Tons and 95ths.	Date of entry into service.	When char- tered, im- pressed, or employed.	By whom put into service.
Captain E. D. Chap- man, <i>a. q. m.</i> —Cont'd.	N. W. Smith.....	Schooner...	315. 40	Dec. 1, 1864	Dec. 1, 1864	Col. S. L. Brown..
	Hellene	do.....	242	Dec. 2, 1864	Dec. 2, 1864	do.....
	Belle of the Bay ..	Brig.....	451. 46	Nov. 10, 1864	Nov. 10, 1864	do.....
	Stephen Duncan.....	do.....	287	Oct. 14, 1864	Oct. 14, 1864	do.....
	Fleetwing	Bark.....	518. 43	Nov. 11, 1864	Nov. 10, 1864	do.....
	La Plata	do.....	496. 79	Jan. 11, 1865	Jan. 11, 1865	do.....
	Molocka	Ship.....	699	Nov. 2, 1864	Nov. 2, 1864	do.....
	W. R. Beebe.....	Schooner...	346	Oct. 17, 1864	Oct. 17, 1864	do.....
	Thos. A. Morgan.....	Steamer....	482	Nov. 1, 1863	Nov. 1, 1863	Lt. Col. H. Biggs, <i>a. q. m.</i>
	E. C. Biddle.....	Propeller...	175	Dec. 30, 1864	Dec. 30, 1864	Capt. W. L. James, <i>a. q. m.</i>
Colonel W. L. James <i>a. q. m.</i>	Lancer	do.....	710	Oct. —, 1861	Oct. —, 1861	do.....
	Relief	do.....	351	Sept. 14, 1864	Sept. 14, 1864	Capt. W. L. James, <i>a. q. m.</i>
	Starlight.....	do.....	437. 51	Apr. 8, 1864	Apr. 8, 1864	Lt. Col. H. Biggs, <i>a. q. m.</i>
	A. A. Turner	Steam-tug ..	182. 13	Oct. 1, 1864	Oct. 1, 1864	Capt. W. L. James.
	Adm'l D. D. Porter ..	do.....	192. 63	Dec. 9, 1864	Dec. 9, 1864	do.....
	Com. DuPont.....	do.....	126. 56	Apr. 23, 1863	Apr. 23, 1863	Capt. A. Boyd
	Com. Foote	do.....	106. 25	Apr. 23, 1863	Apr. 23, 1863	do.....
	Constitution	do.....	123. 11	Apr. 23, 1863	Apr. 23, 1863	do.....
	Col. Ingalls	do.....	65. 44	Apr. 1, 1863	Apr. 1, 1863	Capt. J. G. C. Lee, <i>a. q. m.</i>
	Chowan	do.....	56	May 8, 1863	May 8, 1863	Lieut. Col. C. W. Thomas.
	Clinton.....	do.....		Nov. 5, 1864	Nov. 5, 1864	Capt. C. W. Folsom
	Col. C. G. Sawtelle.....	do.....	83	Apr. 1, 1863	Apr. 1, 1863	Capt. J. G. C. Lee.
	E. A. Souder	do.....	62. 93	June 1, 1864	June 1, 1864	Capt. A. Boyd. <i>a.</i> <i>q. m.</i>
	Francis King	do.....	114. 21	Mar. 23, 1863	Mar. 23, 1863	Lieut. Col. C. W. Thomas.
	Gen. McClellan.....	do.....	97. 38	May 1, 1863	May 1, 1863	Capt. A. Boyd
	Huron	do.....	115	May 27, 1864	May 27, 1864	Capt. J. R. Jennings
	J. E. Mulford.....	do.....	73	Oct. 17, 1864	Oct. 17, 1864	Lieut. Col. C. W. Thomas.
	Oswego	do.....	164	Apr. 27, 1864	Apr. 27, 1864	Capt. F. J. Crilley.
	Rotary	Steam-tug & waterboat.	127	Dec. 1, 1863	Dec. 1, 1863	Lt. Col. H. Biggs ..
	Uncle Abe.....	Steam-tug & water-boat.	95	Apr. 23, 1864	Apr. 23, 1864	Capt. G. D. Wise, <i>a. q. m.</i>
	General Lincoln ..	Barge	138	May 27, 1864	May 27, 1864	Capt. A. S. Kimball
	J. Zimmerman.....	do.....	135	June 1, 1863	June 1, 1863	Lt. Col. H. Biggs, <i>a. q. m.</i>
	Kate Moyer.....	do.....	116. 68	Apr. 22, 1864	Apr. 22, 1864	Col. G. D. Wise, <i>a. q. m.</i>
	J. W. Sawyer.....	Brig	370	June 14, 1864	June 14, 1864	Capt. A. S. Kimball, <i>a. q. m.</i>
	Winfield.....	do.....	600	Dec. 28, 1864	Dec. 28, 1864	Capt. W. L. James, <i>a. q. m.</i>
	Americus	Schooner...	302	Dec. 29, 1864	Dec. 29, 1864	do.....
	Daniel Townsend ..	do.....	244	Dec. 29, 1864	Dec. 29, 1864	do.....
	F. Nickerson.....	do.....	258	Jan. 19, 1865	Jan. 19, 1865	do.....
	James Magee	do.....	119. 20	June 13, 1864	June 13, 1864	Capt. A. S. Kimball
	James T. Boyd.....	do.....	145. 9	June 13, 1864	June 13, 1864	do.....
	Joseph Long.....	do.....	200	Dec. 29, 1864	Dec. 29, 1864	Capt. W. L. James.
	J. C. Runyon.....	do.....	162	Dec. 29, 1864	Dec. 29, 1864	do.....
	Lewis Mulford.....	do.....	225. 57	June 15, 1864	June 15, 1864	Capt. A. S. Kimball
	Ripple	W'rk'g sch'r.	135	Sept. 23, 1864	Sept. 23, 1864	Capt. W. L. James.
	Rhodella Blew....	Schooner...	270. 13	June 20, 1864	June 20, 1864	Capt. A. S. Kimball
	Wide World.....	do.....	274. 42	June 14, 1864	June 14, 1864	Capt. A. S. Kimball
	Amanda Winants ..	Steamer....	257	Feb. 25, 1864	Feb. 25, 1864	Lt. Col. H. Biggs, <i>a. q. m.</i>
	Blackbird	do.....	256	Aug. 14, 1864	Aug. 14, 1864	Capt. A. S. Kimball
	City of Hudson ..	do.....	444. 23	June 1, 1863	June 1, 1863	Major S. Van Vleit.
	C. Vanderbilt.....	do.....	482	May 1, 1863	May 1, 1863	do.....
	Columbus	do.....	399. 72	Apr. 23, 1864	Apr. 23, 1864	Capt. F. J. Crilley.
	City of Troy	do.....	262. 47	Apr. 28, 1864	Apr. 28, 1864	do.....
	Express	do.....	382	Nov. 1, 1863	Nov. 1, 1863	Major S. Van Vleit.
	Eliza Hancox.....	do.....	347. 48	Oct. 9, 1864	Oct. 9, 1864	Capt. W. L. James.
	Ella.....	do.....	246	Aug. 8, 1864	Aug. 8, 1864	Capt. R. G. Orme, <i>a. q. m.</i>
	Flora Temple.....	do.....	84. 40	July 6, 1863	July 6, 1863	Gen. D. H. Rucker.
	Fairy	do.....	43. 87	Oct. 19, 1864	Oct. 19, 1864	Capt. W. L. James.
	Geo. Washington.....	do.....	378. 92	May 1, 1863	May 1, 1863	Capt. A. Boyd.....
	Lady Lang	do.....	738. 62	Jan. 17, 1865	Jan. 17, 1865	Capt. W. L. James.
	Massachusetts	do.....	308	Oct. 14, 1863	Oct. 14, 1863	Capt. C. B. Ferguson
	Martha Washing- ton.	do.....	154. 80	Dec. 23, 1864	Dec. 23, 1864	Capt. W. H. Bail- hache.

by the Quartermaster's department, &c.—Continued.

Where charter money is payable.	Rate of pay.	Amount paid.	Amount unpaid.	Total earnings.	Remarks.
New York....	\$47 31 per day..	\$4,222 41		\$4,222 41	
do.....	36 52....do....	3,186 37		3,186 37	
do.....	60 19....do....	7,488 56		7,488 56	
do.....	46 00....do....	4,379 58		4,379 58	
do.....	69 12½....do....	5,530 00		5,530 00	
do.....	66 24....do....	3,987 42		3,987 42	
do.....	100 00....do....	12,900 00		12,900 00	
do.....	65 00....do....	6,106 10		6,106 10	
Unknown....	200 00....do....				
		9,717 27	\$4,830 59	14,547 86	
Fort Monroe..	1,146 00 per month	4,433 47		4,433 47	Void; see government vessel.
do.....	150 00 per day..	6,487 50	20,736 44	27,223 94	
Unknown....	175 00....do....				
do.....	81 96....do....				
do.....	125 00....do....				
do.....	75 00....do....				
do.....	75 00....do....				
do.....	75 00....do....				
do.....	50 00....do....				
Fort Monroe..	40 00....do....	5,798 34		5,798 34	
do.....	40 00....do....	3,688 34		3,688 34	
Unknown....	50 00....do....				
do.....	50 00....do....				
Fort Monroe..	85 00....do....	17,562 71	6,370 00	23,932 71	
Unknown....	60 00....do....				
do.....	65 00....do....				
Fort Monroe..	45 00....do....	2,587 00	5,019 37	7,606 37	
Unknown....	150 00....do....				
Fort Monroe..	50 00....do....	12,863 55	2,962 50	15,826 05	
Unknown....	60 00....do....				
Fort Monroe..	325 00 per month	1,033 10		1,033 10	
do.....	10 80 per day..	520 00		520 00	
do.....	280 11....do....				
do.....	1,400 00 per month	11,200 00	4,200 00	15,400 00	
do.....	2,400 00....do....	9,870 97	4,780 00	14,650 97	
do.....	1,208 00....do....	2,513 42	1,011 68	3,525 10	
do.....	976 00....do....	1,054 70		1,054 70	
do.....	1,032 00....do....	2,064 00	1,032 00	3,096 00	
do.....	476 00....do....	4,284 00	598 34	4,882 34	
do.....	580 00....do....	4,986 13	1,740 00	6,726 13	
do.....	800 00....do....	2,464 51	1,301 07	3,765 58	
do.....	648 00....do....	1,996 25	1,296 00	3,292 25	
do.....	902 00....do....	8,118 00	1,804 00	9,922 00	
Unknown....	125 00 per day..				
Fort Monroe..	1,080 00 per month	10,120 64	2,160 00	12,280 64	
do.....	1,096 00....do....	3,837 25		3,837 25	
Unknown....	100 00 per day..				
do.....	120 00....do....				
do.....	250 00....do....				
do.....	240 00....do....				
do.....	175 00....do....				
do.....	175 00....do....				
do.....	100 00....do....				
Fort Monroe..	156 38....do....	22,282 85	9,539 18	31,822 03	
Unknown....	150 00....do....				
do.....	45 00....do....				
Fort Monroe..	30 00....do....	5,511 25	900 00	6,411 25	
Unknown....	155 00....do....				
do.....	200 00....do....				
do.....	100 00....do....				
do.....	85 00....do....				

No. 56.—Statement of vessels chartered, impressed, or employed

Name of officer.	Name of vessel.	Class.	Tons and 95ths.	Date of entry into service.	When chartered, impressed, or employed.	By whom put into service.
Col. W. L. James— Continued.	Manhattan	Steamer	1, 137. 10	Dec. 17, 1864	Dec. 17, 1864	Capt. W. L. James.
	New York	do	995	Dec. 1, 1864	Dec. 1, 1864	Capt. A. Boyd....
	Pocosin	do	143. 90	Apr. 29, 1864	Apr. 29, 1864	Lt. Col. H. Biggs..
	Russia	do	427	Dec. 26, 1864	Dec. 26, 1864	Capt. W. L. James.
	River Queen	do	536	Dec. 18, 1864	Dec. 18, 1864	do.....
Capt. Jas. G. Payne, a. q. m.	S. O. Pierce	do	195. 25	Jan. 1, 1864	Jan. 1, 1864	Capt. F. J. Crilley.
	Sylvan Shore	do	217. 16	Apr. 22, 1864	Apr. 22, 1864	do.....
	Argo	do	120	Apr. 25, 1864	Apr. 25, 1864	Capt. J. R. Jennings
	Albert Van Slyke	Barge	131. 74	Apr. 15, 1864	Apr. 15, 1864	Gen. D. H. Rucker
	Agnes Dunn	do	132	Apr. 19, 1864	Apr. 19, 1864	Capt. J. R. Jennings
	Buena Vista	Schooner	96	Apr. 25, 1864	Apr. 25, 1864	do.....
	Bunker Hill	Barge	134	May 12, 1864	May 12, 1864	do.....
	Cornelia	Schooner	86. 62	Apr. 21, 1864	Apr. 21, 1864	do.....
	Clara Belle	do	120. 28	Apr. 25, 1864	Apr. 25, 1864	do.....
	City of Troy	Barge	123	Apr. 19, 1864	Apr. 19, 1864	do.....
	Callao	do	99. 45	Apr. 24, 1864	Apr. 22, 1864	do.....
	C. H. DeGrassie	do	116. 89	Apr. 25, 1864	Apr. 25, 1864	do.....
	Castleton	do	129. 87	Apr. 26, 1864	Apr. 26, 1864	do.....
	Clara Lynch	do	137. 22	July 1, 1864	July 1, 1864	do.....
	Chas. McCaffrey	do	131. 60	July 2, 1864	July 2, 1864	do.....
	Dr. W. F. Nutton	do	135	Apr. 15, 1864	Apr. 25, 1864	Gen. D. H. Rucker
	Dr. L. R. Herrick	do	135	Apr. 27, 1864	Apr. 27, 1864	Capt. J. R. Jennings
	Delaware	Steamer .....	.....	Feb. 16, 1865	Feb. 16, 1865	Capt. J. G. Payne.
	Emma	Barge	126	Apr. 15, 1864	Apr. 15, 1864	Gen. D. H. Rucker
	Emma Tracey	do	135. 25	Apr. 15, 1864	Apr. 15, 1864	do.....
	E. W. Osborn	do	103	Apr. 23, 1864	Apr. 19, 1864	Capt. J. R. Jennings
	Earl Milton	do	113. 50	May 11, 1864	May 11, 1864	do.....
	Ellen Ryan	do	124. 58	May 19, 1864	May 19, 1864	do.....
	Euxine	do	136	Apr. 5, 1865	Apr. 5, 1865	Capt. J. G. Payne.
	Empire	Steamer	416. 18	Feb. 25, 1865	Feb. 25, 1865	do.....
	Effort	do	165. 5	Mar. 3, 1865	Mar. 3, 1865	do.....
	Flora Temple	Steam-tug	85. 46	July 6, 1863	July 6, 1863	Gen. D. H. Rucker
	Frémont	Barge	122	Apr. 22, 1864	Apr. 22, 1864	Capt. J. R. Jennings
	Frank Van Buren	do	141	May 19, 1864	May 19, 1864	do.....
	Fairbank	Steamer	491. 64	Feb. 20, 1865	Feb. 20, 1865	Capt. J. G. Payne.
	F. Lavergne	Steam-tug	72	Apr. 13, 1865	Apr. 13, 1865	do.....
	Francis	Steamer	352	June 25, 1865	June 25, 1865	do.....
	Gen. Hooker	do	266. 30	Apr. 22, 1864	Apr. 22, 1864	do.....
	G. C. Burdette	Schooner	114	Apr. 16, 1864	Apr. 16, 1864	Capt. J. R. Jennings
	Huron	Steam-tug	115. 72	May 27, 1864	May 27, 1864	do.....
	Hudson	do	163. 35	May 27, 1864	May 27, 1864	do.....
	H. C. Kruse	Barge	134	Apr. 16, 1864	Apr. 16, 1864	Gen. D. H. Rucker
	Idaho	Steamer	523	July 1, 1864	July 1, 1864	do.....
	Ida V. McCabe	Schooner	126. 11	Apr. 16, 1864	Apr. 19, 1864	Capt. J. R. Jennings
	Jane C. McShain	do	119. 75	Apr. 25, 1864	Apr. 25, 1864	do.....
	John D. Buckalew	do	132. 16	Apr. 26, 1864	Apr. 26, 1864	do.....
	J. R. Putman	Barge	159. 22	Apr. 25, 1864	Apr. 22, 1864	do.....
	Julia Ann Covell	do	134. 24	Apr. 27, 1864	Apr. 23, 1864	do.....
	James Jackson	do	104	May 11, 1864	May 11, 1864	do.....
	James Guy	Steamer	145. 57	Aug. 6, 1864	Oct. 1, 1864	do.....
	Kate	Barge	133. 75	Apr. 26, 1864	Apr. 26, 1864	do.....
	Lizzie Baker	Steamer	431. 87	Apr. 21, 1864	Apr. 21, 1864	do.....
	Lizzie E. Burnett	Barge	135. 82	Apr. 15, 1864	Apr. 15, 1864	do.....
	L. J. Wheelock	do	129. 87	Apr. 28, 1864	Apr. 26, 1864	do.....
	L. D. Collins	do	136	May 14, 1864	May 14, 1864	do.....
	Louisburg	Steamer	894	Dec. 19, 1864	Dec. 19, 1864	Capt. J. G. Payne.
	Manhattan	do	579	Sept. 28, 1864	Sept. 28, 1864	Capt. W. L. James.
	Mary A. Loughery	Schooner	131. 25	Apr. 20, 1864	Apr. 20, 1864	Capt. J. R. Jennings
	Mary and Francis	do	146. 75	Apr. 21, 1864	Apr. 21, 1864	do.....
	Missouri	Barge	120	Apr. 15, 1864	Apr. 15, 1864	do.....
	Messenger	do	104. 21	May 13, 1864	May 13, 1864	Gen. D. H. Rucker
	Massillon	do	108. 21	June 29, 1864	June 29, 1864	Capt. J. R. Jennings
	Maryland	Steamer	336. 45	Jan. 12, 1865	Jan. 12, 1865	Capt. J. G. Payne.
	Nettie Bell	do	141. 24	July 18, 1864	July 18, 1864	Capt. J. R. Jennings
	Nathan Tyler	Schooner	131. 90	Apr. 19, 1864	Apr. 19, 1864	do.....
	Norfolk	Steamer	329. 35	Dec. 31, 1864	Dec. 31, 1864	Capt. J. G. Payne.
	Neptune	Steam-tug	166. 10	Feb. 21, 1865	Feb. 21, 1865	do.....
	New Jersey	Steamer	494. 66	June 10, 1865	June 10, 1865	do.....
	Perry Wadhams	Barge	153. 5	Apr. 16, 1864	Apr. 16, 1864	Gen. D. H. Rucker
	P. Mattamore	do	125	July 2, 1864	July 1, 1864	Capt. J. R. Jennings
	Prince Albert	Steamer	523	Jan. 25, 1865	Jan. 25, 1865	Capt. J. G. Payne.
	Quartz	Barge	115. 77	Apr. 28, 1864	Apr. 28, 1864	Capt. J. R. Jennings
	R. C. Stanard	Schooner	123	Apr. 27, 1864	Apr. 27, 1864	do.....
	R. T. Bishop	D. D. Barge	149	Apr. 15, 1864	Apr. 15, 1864	do.....
	Rebecca Clyde	Steamer	446. 50	Feb. 22, 1865	Feb. 22, 1865	Capt. J. G. Payne.
	Rescue	Steam-tug	67	Nov. 1, 1863	Nov. 1, 1863	Maj. S. Van Vleit..
	Shannon W. Bissel	Barge	126. 85	Apr. 24, 1864	Apr. 24, 1864	Capt. J. R. Jennings
	Safe Return	do	123. 75	June 1, 1864	June 1, 1864	do.....

by the Quartermaster's department, &c.—Continued.

Where char- ter money is payable.	Rate of pay.	Amount paid.	Amount unpaid.	Total earnings.	Remarks.
Unknown	\$571 65 per day				
do.	300 00 400 00 do.				
do.	50 00 do.				
do.	192 15 do.				
do.	241 25 do.				
do.	95 00 do.				
do.	125 00 do.				
Wash'ton, D.C.	55 00 do.	\$10,010 00	\$4,475 62	\$14,485 62	Accounts to March 31, (inclusive,) 1865, paid in Boston.
do.	2 40 per ton	2,559 17		2,559 17	
do.	2 40 do.	2,682 58		2,682 58	
do.	4 00 do.	3,027 20		3,027 20	
do.	2 40 do.	173 77		173 77	
do.	4 00 do.	3,150 21		3,150 21	
do.	4 00 do.	4,811 75	413 00	5,224 75	
do.	2 40 do.	2,665 63	619 50	3,285 13	
do.	2 40 do.	745 08		745 08	
do.	2 40 do.	4,186 67		4,186 67	
do.	2 40 do.	1,491 40		1,491 40	
do.	2 40 do.	2,965 41		2,965 41	
do.	2 40 do.	3,294 14		3,294 14	
do.	2 40 do.	1,620 00	1,620 00	3,240 00	
do.	2 40 do.	1,801 76		1,801 76	
do.	150 00 per day	11,100 00	9,150 00	20,250 00	
do.	2 40 per ton per month	1,512 00	2,100 84	3,612 84	
do.	2 40 do.	2,207 94	973 89	3,181 83	
do.	2 40 do.	988 80	1,977 60	2,966 40	
do.	2 40 do.	1,062 60		1,062 60	
do.	2 40 do.	3,065 36		3,065 36	
do.	2 40 do.	236 64		236 64	
do.	45 per ton per day	12,407 67		12,407 67	
do.	80 00 per day	4,498 35		4,498 35	
do.	45 00 do.	12,910 00		12,910 00	
do.	2 40 per ton per month	468 83		468 83	
do.	2 40 do.	892 39		892 39	
do.	45 per ton per day	8,684 06	18,702 95	27,387 01	
do.	65 00 per day	2,965 62	1,449 37	4,414 99	Rate of pay changed to \$45 per day on and after June 10, 1865.
do.	150 00 do.		787 50	787 50	
do.	125 00 do.	19,002 60	22,687 50	41,690 10	Accounts to 12 m. December 31, 1864, paid in Boston.
do.	4 00 per ton per month	3,594 80		3,594 80	
do.	65 00 per day	10,213 87	5,776 87	15,990 74	Accounts to March 31, (inclusive,) 1865, paid in Boston.
do.	100 00 do.	27,759 02	2,866 66	30,625 68	
do.	2 40 per ton per month	3,216 00		3,216 00	
do.	200 00 per day	17,060 46	34,221 35	51,281 81	Accounts to January 1, (inclusive) 1865, paid in New York.
do.	4 00 per ton per month	2,522 30	2,396 18	4,918 48	
do.	4 00 do.	4,459 20		4,459 20	
do.	4 00 do.	4,229 36	1,034 19	5,263 55	
do.	2 40 do.	2,982 97	684 17	3,667 14	
do.	2 40 do.	2,728 30		2,728 30	
do.	2 40 do.	1,819 13	312 00	2,131 13	
do.	67 50 per day	10,903 88	2,025 00	12,928 88	
do.	2 40 per ton per month	2,247 28	775 84	3,023 12	
do.	45 per ton per day	55,886 53	3,800 00	59,686 53	
do.	2 40 per ton per month	2,208 67	978 18	3,186 85	
do.	2 40 do.	480 27		480 27	
do.	2 40 do.	494 86		494 86	
do.	365 00 per day		70,433 72	70,433 72	
do.	45 per ton per day	12,807 86		12,807 86	
do.	4 00 per ton per month	4,136 89		4,136 89	
do.	4 00 do.	4,095 34		4,095 34	
do.	2 40 do.	2,592 00	288 00	2,880 00	
do.	2 40 do.	2,831 70		2,831 70	
do.	2 40 do.	1,246 29	1,558 38	2,804 67	
do.	140 00 per day	17,566 34	4,400 00	21,966 34	
do.	75 00 do.	20,400 00	2,250 00	22,650 00	
do.	4 00 per ton per month	4,222 27	1,055 56	5,277 83	
do.	160 00 per day	24,280 00	4,800 00	29,080 00	
do.	100 00 do.	6,528 38	5,707 84	12,236 22	
do.	45 per ton per day		4,535 67	4,535 67	
do.	2 40 per ton per month	3,457 14	734 64	4,191 78	
do.	2 40 do.	466 94		466 94	
do.	250 00 per day	27,883 15	3,250 00	31,133 15	
do.	2 40 per ton per month	2,772 30	555 88	3,328 18	
do.	4 00 do.	4,236 63		4,236 63	
do.	4 00 do.	6,607 59		6,607 59	
do.	45 per ton per day	24,221 47	2,159 99	26,381 46	
do.	40 00 per day	6,143 81		6,143 81	
do.	2 40 per ton per month	1,152 18		1,152 18	
do.	2 40 do.	2,079 63	891 27	2,970 90	

No. 56.—Statement of vessels chartered, impressed, or employed

Name of officer.	Name of vessel.	Class.	Tons and 95ths.	Date of entry into service.	When char- tered, im- pressed, or employed.	By whom put into service.
Capt. Jas. G. Payne, <i>a. q. m.</i> —Cont'd.	Tappahannock ..	Steamer	405. 1	Sept. 8, 1863	Sept. 8, 1863	Gen. D. H. Rucker
	Triton	do	633. 60	Aug. 15, 1864	Aug. 15, 1864	Capt. J. R. Jennings
	Tempest	Steam-tug ..	86. 60	Apr. 19, 1864	Apr. 19, 1864	Capt. G. D. Wise..
	Utica	Steamer	340	May 10, 1864	May 10, 1864	Gen. D. H. Rucker
	Van Carlear, the Trumpeter.	do	157. 18	Nov. 19, 1863	Nov. 19, 1863	do
	Verbena	Barge	102. 53	Apr. 22, 1864	Apr. 22, 1864	Capt. J. R. Jennings
	Washington Ir- ving.	Steamer	147. 70	Aug. 9, 1864	Aug. 9, 1864	do
	Warrior	do	1, 507. 22	Sept. 22, 1864	Dec. 1, 1864	Capt. J. G. Payne.
	Washington Hunt	Steam-tug ..	103. 39	Nov. 2, 1863	Nov. 2, 1863	Gen. D. H. Rucker
	Wm. B. Crawford	Barge	113. 85	Apr. 19, 1864	Apr. 19, 1864	Capt. J. R. Jennings
	Wm. B. Burton ..	do	128. 9	May 13, 1864	May 13, 1864	do
	Wm. T. Warner ..	do	152. 62	May 14, 1864	May 14, 1864	do
	A. Stanhope	Canal-boat ..		July 10, 1864	July 10, 1864	Capt. H. B. Lacey.
	John Huddleson ..	do		Dec. 21, 1864	Dec. 21, 1864	do
Capt. H. B. Lacey, <i>a. q. m.</i>	Gen. McClellan ..	do		Aug. 20, 1864	Aug. 20, 1864	do
Capt. C. A. Reynolds, <i>a. q. m.</i>		Steam-tug ..		June 23, 1865	June 23, 1865	Capt. C. A. Rey- nolds.
Capt. J. D. Stubbs, <i>a. q. m.</i>	Poland	Steamboat, 2d class.	165	Sept. 28, 1864	Sept. 28, 1864	Capt. J. D. Stubbs, <i>a. q. m.</i>
Capt. Henry Inman, <i>a. q. m.</i>	C. C. Farnsworth.	Schooner ..	86	July 20, 1864	July 20, 1864	S. J. Gray
Capt. Jas. G. Payne, <i>a. q. m.</i>	Leader	Sloop	Unk'n..	Aug. 10, 1864	Aug. 10, 1864	S. Hamilton
	Anthony Clinton.	Barge	131. 32	Apr. 22, 1864	Apr. 22, 1864	Capt. J. R. Jennings
	Citizen	do	132	Apr. 24, 1864	Apr. 24, 1864	Gen. D. H. Rucker
	Standish	Steamer	109	Nov. 23, 1863	Nov. 23, 1863	do
Capt. S. Bagg, <i>a. q. m.</i>	J. H. Lacy	do	500	Sept. 5, 1864	Sept. 5, 1864	Capt. S. Bagg, <i>a. q. m.</i>
Capt. J. P. Drennan, <i>a. q. m.</i>	Kansas Valley ..	do	100	Sept. 20, 1864	Sept. 20, 1864	do
	New York	do	234	Nov. 25, 1864	Nov. 25, 1864	Capt. J. V. Lewis, <i>a. q. m.</i>
	Swallow	do	400	Dec. 20, 1864	Dec. 20, 1864	do
	W. Stone	Barge		Dec. 27, 1864	Dec. 27, 1864	do
	Alps	do		Dec. 27, 1864	Dec. 27, 1864	do
	Rea & Rodgers ..	do		Dec. 28, 1864	Dec. 28, 1864	do
	Tigress	do		Dec. 31, 1864	Dec. 31, 1864	do
	Lysle & Son	do		Jan. 16, 1865	Jan. 16, 1865	Capt. J. P. Drennan
	Alps	do		Jan. 18, 1865	Jan. 18, 1865	do
	W. H. & B.	do		Feb. 8, 1865	Feb. 8, 1865	do
	Rea & Rodgers ..	do		Feb. 9, 1865	Feb. 9, 1865	do
	Clark	do		Feb. 9, 1865	Feb. 9, 1865	do
	H. C.	do		Feb. 15, 1865	Feb. 15, 1865	do
	Lambda	do		Feb. 15, 1865	Feb. 15, 1865	do
	Omsted & O'Con- ner.	do		Feb. 15, 1865	Feb. 15, 1865	do
	Farrow, Gum- bert & Co.	do		Feb. 15, 1865	Feb. 15, 1865	do
	Davy	do		Feb. 15, 1865	Feb. 15, 1865	do
	Storm	do		Feb. 18, 1865	Feb. 18, 1865	do
	Clark	do		Mar. 1, 1865	Mar. 1, 1865	do
	New Transfer ..	Steamer		Unknown ..		Capt. J. V. Lewis.
	Horace, (model) .	Barge		Jan. 19, 1865	Jan. 19, 1865	Capt. J. P. Drennan
	Roanoke, (model)	do		Feb. 13, 1865	Feb. 13, 1865	do
	Capitola, (model).	do		Feb. 28, 1865	Feb. 28, 1865	do
Capt. B. J. F. Hanna, <i>a. q. m.</i>	White Cloud	Steamer		July 15, 1864	July 15, 1864	do
Capt. O. S. Coffin, <i>a. q. m.</i>	Lancaster	Steamboat ..	Unk'n..	Oct. 22, 1864	Oct. 22, 1864	Capt. O. S. Coffin.
	Peerless	do	do ..	Oct. 26, 1864	Oct. 26, 1864	do
	Naugatuck	do	do ..	Oct. 26, 1864	Oct. 26, 1864	do
	City of Pekin	do	do ..	Oct. 28, 1864	Oct. 28, 1864	do
	W. Gamage	do	do ..	Oct. 27, 1864	Oct. 27, 1864	do
	Emerald	do	do {	Oct. 26, 1864	Oct. 26, 1864	} do
			Nov. 5, 1864	Nov. 5, 1864		
	Imperial	do	do {	Oct. 31, 1864	Oct. 31, 1864	} do
			Nov. 6, 1864	Nov. 6, 1864		
	Masonic Gem	do	do {	Nov. 17, 1864	Nov. 17, 1864	} do
			Nov. 17, 1864	Nov. 17, 1864		
	Alice	do	do {	Nov. 20, 1864	Nov. 20, 1864	} do
			Nov. 20, 1864	Nov. 20, 1864		
	Hamilton Belle ..	Steam ferry.	200	July 1, 1864	July 1, 1864	Col. H. T. Noble, <i>a. q. m.</i>
Col. Henry T. Noble, <i>a. q. m.</i>	Dove	Transport ..	300	July 1, 1864	July 1, 1864	do
	Rose Hambleton ..	do	300	July 1, 1864	July 1, 1864	do
	Kate Hart	do	300	July 6, 1864	July 6, 1864	do

by the Quartermaster's department, &c.—Continued.

Where charter money is payable.	Rate of pay.	Amount paid.	Amount unpaid.	Total earnings.	Remarks.
Wash'ton, D.C.	125 00 per day.....	\$2,822 92	\$30,656 25	\$33,479 17	
do.	38 per ton per day ..	52,443 43	7,222 40	59,665 83	
do.	60 00 per day.....	12,776 70	1,800 00	14,576 70	
do.	150 00 do.....	60,044 30		60,044 30	
do.	75 00 do.....	9,562 50	4,078 13	13,640 63	
do.	2 40 per ton per month	1,772 50	492 22	2,264 72	
do.	50 00 per day.....	4,625 00		4,625 00	
do.	45 per ton per day ..	137,611 27	39,847 19	177,458 46	
do.	40 00 per day.....	7,573 33	1,720 00	9,293 33	
do.	2 40 per ton per day ..	694 40		694 40	
do.	2 40 do.....	2,139 39	282 22	2,421 61	
do.	2 40 do.....	3,582 18		3,582 18	
do.	10 00 per day.....	4,725 10		4,725 10	
do.	10 00 do.....	3,250 00		3,250 00	
do.	10 00 do.....	1,220 00		1,220 00	
Providence, R. I.	15 00 per hour.....	75 00		75 00	
do.	195 00 per day.....	7,605 00		7,605 00	
Portland		325 00		325 00	
do.		20 00		20 00	
Wash'ton, D.C.	2 40 per ton per month	343 17		343 17	
do.	2 40 do.....	1,267 88		1,267 88	
do.	45 00 per day.....	3,507 83		3,507 83	
Sioux City, Io'a	per 100.....	7,992 50		7,992 50	
do.	do.....	1,504 65		1,504 65	
Cincinnati, O.	75 00.....		7,619 53	7,619 53	Transferred to Capt. T. B. Hunt, a. g. m., March 6, 1865.
do.	100 00.....		3,362 50	3,362 50	Discharged January 22, 1865.
do.	6 00.....		380 25	380 25	Transferred to Capt. F. Ernst February 28, 1865.
do.	6 00.....		380 00	380 00	Transferred to Capt. Rasin February 28, 1865.
do.	6 00.....		375 50	375 50	Transferred to Capt. F. Ernst February 28, 1865.
do.	6 00.....		356 25	356 25	Do. do.
do.	6 00.....		298 50	298 50	Transferred to Capt. T. B. Hunt March 6, 1865.
do.	6 00.....		248 50	248 50	Transferred to Capt. F. Ernst February 28, 1865.
do.	6 00.....		157 50	157 50	Transferred to Capt. T. B. Hunt March 6, 1865.
do.	6 00.....		151 50	151 50	Do. do.
do.	6 00.....		151 50	151 50	Do. do.
do.	6 00.....		115 50	115 50	Do. do.
do.	6 00.....		115 50	115 50	Do. do.
do.	6 00.....		115 50	115 50	Do. do.
do.	6 00.....		115 50	115 50	Do. do.
do.	6 00.....		115 50	115 50	Do. do.
do.	6 00.....		115 50	115 50	Do. do.
do.	6 00.....		97 50	97 50	Do. do.
do.	6 00.....		33 75	33 75	Do. do.
do.			6,000 00	6,000 00	Purchased by order of Col. W. W. McKim.
do.		6,000 00		6,000 00	Do. do.
do.			4,000 00	4,000 00	Do. do.
St. Louis, Mo.					
do.					
do.					
do.					
do.					
do.					
do.					
do.					
do.					
do.					
do.	30 00.....	930 00		930 00	Discharged for repairs.
do.	150 00.....	18,450 00		18,450 00	Transferred to Capt. Baird.
do.	Fixed at St. Louis				Discharged.
do.					Do.

Impressed for short periods of service. The rate of pay per day or month, as well as the tonnage, was to be settled at St. Louis, Mo., upon certificate of time accompanying the order of impressment.

No. 56.—Statement of vessels chartered, impressed, or employed

Name of officer.	Name of vessel.	Class.	Tons and 95ths.	Date of entry into service.	When chartered, impressed, or employed.	By whom put into service.
Col. Henry T. Noble, <i>a. q. m.</i> —Cont'd.	Monroe	Steam ferry.	80	Aug. 1, 1864	Aug. 1, 1864	Col. H. T. Noble, <i>a. q. m.</i>
	H. A. Homeyer ..	Transport ..	375	Aug. 10, 1864	Aug. 10, 1864	do.
	Hamilton Belle ..	Steam ferry.	200	Aug. 17, 1864	Aug. 17, 1864	do.
	Diligent	Transport ..	125	Aug. 30, 1864	Aug. 30, 1864	do.
	White Cloud No. 2 ..	do.	550	Sept. 7, 1864	Sept. 7, 1864	do.
	Ellwood	do.	225	Oct. 16, 1864	Oct. 16, 1864	do.
	Commercial	do.	450	Nov. 9, 1864	Nov. 9, 1864	do.
	Ella	do.	225	Nov. 13, 1864	Nov. 13, 1864	do.
	Sir Wm. Wallace ..	do.	550	Nov. 14, 1864	Nov. 14, 1864	do.
	Pocahontas	do.	150	Nov. 14, 1864	Nov. 14, 1864	do.
	John H. Dickey ..	do.	500	Nov. 14, 1864	Nov. 14, 1864	do.
	Idaho	do.	100	Nov. 14, 1864	Nov. 14, 1864	do.
	Saint Cloud	do.	600	Nov. 21, 1864	Nov. 21, 1864	do.
	Belle Peoria	do.	400	Dec. 3, 1864	Dec. 3, 1864	do.
	Tom Jones	Tow-boat.	125	Dec. 4, 1864	Dec. 4, 1864	do.
Capt. L. S. Metcalf...	Arcola	Steamer	Unk'n.	July 8, 1864	July 8, 1864	Capt. L. S. Metcalf
	Aid	do.	do.	Aug. 1, 1864	Aug. 1, 1864	do.
	Capitola	do.	275	July 7, 1864	July 7, 1864	do.
	Golden Era	do.	450	May 2, 1864	May 2, 1864	do.
	Mariner	do.	400	May 5, 1864	May 5, 1864	do.
	Sallie List	do.	400	May 5, 1864	May 5, 1864	do.
	Idaho	do.	450	May 3, 1864	May 3, 1864	do.
	New Dunleith	do.	Unk'n.	May 4, 1864	May 4, 1864	do.
	Storm	do.	158	May 9, 1864	May 9, 1864	do.
	Charley Miller	do.	156	May 10, 1864	May 10, 1864	do.
	Cleona	do.	Unk'n.	June 18, 1864	June 18, 1864	do.
	Rocket	do.	300	Jan. 27, 1864	Jan. 27, 1864	do.
	Kate B. Porter ..	do.	Unk'n.	July 6, 1864	July 6, 1864	do.
	Palestine	do.	do.	July 7, 1864	July 7, 1864	do.
	Magenta	do.	650	June 20, 1864	June 20, 1864	do.
	Duke	do.	200	July 11, 1864	July 11, 1864	do.
	Echo	do.	175	July 13, 1864	July 13, 1864	do.
	Dime	do.	Unk'n.	July 16, 1864	July 16, 1864	do.
	Mercury	do.	375	July 27, 1864	July 27, 1864	do.
	Science No. 2	do.	230	July 30, 1864	July 30, 1864	do.
	Ida Reese	do.	350	July 29, 1864	July 29, 1864	do.
	Madison	Barge	do.	June 1, 1864	June 1, 1864	do.
	Tigress	do.	do.	Nov. 1, 1863	Nov. 1, 1863	do.
	C. O. No. 1	do.	do.	Feb. 1, 1864	Feb. 1, 1864	do.
	Hawk	do.	do.	Jan. 1, 1864	Jan. 1, 1864	do.
	Tom Porter	do.	do.	Feb. 1, 1864	Feb. 1, 1864	do.
	B.	do.	do.	Mar. 12, 1864	Mar. 12, 1864	do.
	Oil Barge No. 1 ..	do.	do.	Mar. 12, 1864	Mar. 12, 1864	do.
	Oil Barge No. 2 ..	do.	do.	Mar. 12, 1864	Mar. 12, 1864	do.
	Oil Barge No. 3 ..	do.	do.	Mar. 12, 1864	Mar. 12, 1864	do.
	Excelsior No. 2 ..	do.	do.	Apr. 30, 1864	Apr. 30, 1864	do.
	Excelsior No. 3 ..	do.	do.	May 14, 1864	May 14, 1864	do.
	Payne No. 27	do.	do.	Apr. 26, 1864	Apr. 26, 1864	do.
	Westmoreland	do.	do.	May 1, 1864	May 1, 1864	do.
	Argonaut	Steamer	475	Sep. 3, 1864	Sep. 3, 1864	do.
	Argonaut	do.	475	Sep. 16, 1864	Sep. 16, 1864	do.
	Argonaut	do.	475	Oct. 5, 1864	Oct. 5, 1864	do.
	Adelia	do.	170	Oct. 11, 1864	Oct. 11, 1864	do.
	Adelia	do.	170	Nov. 5, 1864	Nov. 5, 1864	do.
	Armenia	do.	650	Oct. 5, 1864	Oct. 5, 1864	do.
	America	do.	400	Nov. 23, 1864	Nov. 23, 1864	do.
	Albert Pearce	do.	600	Nov. 24, 1864	Nov. 24, 1864	do.
	Arago	do.	500	Nov. 21, 1864	Nov. 21, 1864	do.
	Armadilla	do.	Unk'n.	June 4, 1865	June 4, 1865	do.
	Belvidere	Barge	do.	Aug. 22, 1864	Aug. 22, 1864	do.
	Ben Accord	Steamer	300	Aug. 23, 1864	Aug. 23, 1864	do.
	Bart Able	do.	Unk'n.	Sep. 28, 1864	Sep. 28, 1864	do.
	Bermuda	do.	do.	Oct. 5, 1864	Oct. 5, 1864	do.
	Bermuda	do.	do.	Dec. 9, 1864	Dec. 9, 1864	do.
	Belle Peoria	do.	550	June 1, 1865	June 1, 1865	do.
	Big Horn	do.	Unk'n.	June 12, 1865	June 12, 1865	do.
	Cord	Barge	do.	Sep. 1, 1864	Sep. 1, 1864	do.
	Citizen	Steamer	500	Aug. 20, 1864	Aug. 20, 1864	do.
	Calypso	do.	500	Oct. 7, 1864	Oct. 7, 1864	do.
	Calypso	do.	500	May 19, 1865	May 19, 1865	do.
	Camelia	do.	350	Nov. 21, 1864	Nov. 21, 1864	do.
	Charley Hine	Barge	do.	Nov. 7, 1864	Nov. 7, 1864	do.
	C. E. Hillman	Steamer	750	Mar. 28, 1865	Mar. 28, 1865	do.
	C. E. Hillman	do.	750	May 28, 1865	May 28, 1865	do.
	David Tatum	do.	600	Apr. 1, 1865	Apr. 1, 1865	do.
	David Tatum	do.	600	May 14, 1865	May 14, 1865	do.
	David Tatum	do.	600	May 27, 1865	May 27, 1865	do.

By the Quartermaster's department, &c.—Continued.

Where char- ter money is payable.	Rate of pay.	Amount paid.	Amount unpaid.	Total earnings.	Remarks.
St. Louis, Mo.	\$15 00.....	\$408 75.....		\$408 75	Discharged.
do.					Do.
do.					Transferred to Capt. Baird.
do.					Do. do.
do.					Detained.
do.					Transferred to Capt. Van Vleit.
do.					Discharged.
do.					Transferred to Lieut. McKenney.
do.					Do. do.
do.					Discharged.
do.					Transferred to Lieut. McKenney.
do.					Discharged.
do.					Do.
do.					Transferred to Lieut. McKenney.
do.					Discharged.
Louisville, Ky	167 00 per day.....		\$5,093 50	5,093 50	
do.	93 43. do.....		615 00	615 00	
do.	123 00. do.....	1,302 57		1,302 57	
do.	173 00. do.....	2,891 66		2,891 66	
do.	112 00. do.....		282 33	282 33	
do.	164 50. do.....	3,043 25		3,043 25	
do.	170 50. do.....	2,955 33		2,955 33	
do.	155 00. do.....	2,544 58		2,544 58	
do.	130 00. do.....	552 50	2,036 73	2,589 23	
do.	150 00. do.....		5,700 00	5,700 00	Time and amount unpaid; transf'd.
do.	162 80. do.....		1,115 35	1,115 35	
do.	170 00. do.....		5,260 50	5,260 50	
do.	167 00. do.....		2,488 00	2,488 00	
do.	170 00. do.....	1,567 95		1,567 95	
do.	433 00. do.....	7,902 25		7,902 25	
do.	130 80. do.....		3,618 80	3,618 80	Time and amount transferred.
do.	120 00. do.....		3,080 00	3,080 00	Do. do.
do.	130 00. do.....		2,935 83	2,935 83	Do. do.
do.	160 00. do.....		1,840 00	1,840 00	Do. do.
do.	160 00. do.....		1,386 66	1,386 66	Do. do.
do.	157 40. do.....		1,508 41	1,508 41	Do. do.
do.	110 00. do.....		380 00	380 00	Do. do.
do.	5 00. do.....		190 00	190 00	Do. do.
do.	10 00. do.....		310 00	310 00	Do. do.
do.	5 00. do.....	10 00		10 00	
do.	10 00. do.....		380 00	380 00	Do. do.
do.	8 00. do.....		304 00	304 00	Do. do.
do.	3 00. do.....		114 00	114 00	Do. do.
do.	3 00. do.....		114 00	114 00	Do. do.
do.	3 00. do.....		114 00	114 00	Do. do.
do.	4 50. do.....		171 00	171 00	Do. do.
do.	3 50. do.....		133 00	133 00	Do. do.
do.	6 00. do.....	150 00	78 00	228 00	Time and amount unpaid; transf'd.
do.	10 00. do.....		380 00	380 00	Do. do.
St. Louis, Mo.	230 00. do.....		2,530 75	2,530 75	
do.	190 00. do.....		3,281 00	3,281 00	
do.	208 00. do.....		3,066 25	3,066 25	
do.	186 00. do.....		1,656 50	1,656 50	
do.	182 00. do.....		23,677 00	23,677 00	
do.	228 00. do.....		3,477 00	3,477 00	
do.	238 00. do.....		4,454 50	4,454 50	
do.	317 14. do.....		7,587 25	7,587 25	
do.	267 00. do.....		3,965 00	3,965 00	
do.	206 00. do.....		5,150 00	5,150 00	
do.	15 00. do.....		2,313 75	2,313 75	
do.	180 68. do.....		4,625 57	4,625 57	
do.	300 00. do.....		967 00	967 00	
do.	200 00. do.....		2,614 10	2,614 10	
do.	198 00. do.....		450 50	450 50	
do.	No rate fixed.....				
do.	No rate fixed.....				
do.	15 00 per day.....		450 00	450 00	
do.	No rate fixed.....				
do.	245 00 per day.....		14,101 62	14,101 62	
do.	260 00. do.....		10,383 29	10,383 29	
do.	238 47. do.....		3,081 23	3,081 23	
do.	12 50. do.....	318 75	1,262 50	1,581 25	
do.	370 00. do.....		2,924 00	2,924 00	
do.	No rate fixed.....				
do.	290 00 per day.....		4,627 91	4,627 91	
do.	260 00. do.....		3,332 00	3,332 00	
do.	260 00. do.....		7,552 00	7,552 00	

No. 56.—Statement of vessels chartered, impressed, or employed

Name of officer.	Name of vessel.	Class.	Tons and 95ths.	Date of entry into service.	When chartered, impressed, or employed.	By whom put into service.
Capt. L. S. Metcalf— Continued.	Elgin	Barge		Aug. 26, 1864	Aug. 26, 1864	Capt. L. S. Metcalf.
	Effie Deans	Steamer	Unk'n.			do.
	Eclipse	do.	400	Aug. 31, 1864	Aug. 31, 1864	do.
	Enterprise	do.	Unk'n.	Sept. 2, 1864	Sept. 2, 1864	do.
	Enterprise	do.	do.	Oct. 5, 1864	Oct. 5, 1864	do.
	Enterprise	do.	do.	Oct. 5, 1864	Oct. 5, 1864	do.
	Enterprise	do.	do.	Oct. 5, 1864	Oct. 5, 1864	do.
	Enterprise	do.	do.	Oct. 5, 1864	Oct. 5, 1864	do.
	Enterprise	do.	do.	Oct. 5, 1864	Oct. 5, 1864	do.
	Enterprise	do.	do.	June 8, 1865	June 8, 1865	do.
	Enterprise	do.	do.	June 21, 1865	June 21, 1865	do.
	Evening Star	do.	do.	Sept. 3, 1864	Sept. 3, 1864	do.
	Evening Star	do.	do.	Oct. 5, 1864	Oct. 5, 1864	do.
	Empire City	do.	500	Oct. 5, 1864	Oct. 5, 1864	do.
	Empire City	do.	500	Nov. 10, 1864	Nov. 10, 1864	do.
	Evening Star	do.	Unk'n.	Nov. 10, 1864	Nov. 10, 1864	do.
	Emperor	do.	500	Nov. 6, 1864	Nov. 6, 1864	do.
	Ella Faber	do.	350	Dec. 9, 1864	Dec. 9, 1864	do.
	Flack	Barge		Sept. 30, 1864	Sept. 30, 1864	do.
	Fisher No. 2	do.		May 1, 1865	May 1, 1865	do.
	Fisher No. 7	do.		May 1, 1865	May 1, 1865	do.
	Grand Pass	do.		July 21, 1864	July 21, 1864	do.
	Golden Era	Steamer	450	Sept. 3, 1864	Sept. 3, 1864	do.
	Golden Era	do.	450	Nov. 10, 1864	Nov. 10, 1864	do.
	Golden Era	do.	450	Nov. 29, 1864	Nov. 29, 1864	do.
	George McClellan	Barge		Oct. 8, 1864	Oct. 8, 1864	do.
	Gartside	Tug-boat		Oct. 1, 1864	Oct. 1, 1864	do.
	Gartside	do.		Feb. 15, 1865	Feb. 15, 1865	do.
	Geneva	Steamer	Unk'n.	Oct. 4, 1864	Oct. 4, 1864	do.
	Geneva, & 2 bgs.	do.		Nov. 22, 1864	Nov. 22, 1864	do.
	9	Barge		Mar. 8, 1865	Mar. 8, 1865	do.
	Grey Eagle	Steamer	350	June 25, 1865	June 25, 1865	do.
	Havana	do.	475	Aug. 5, 1864	Aug. 5, 1864	do.
	Havana	do.	475	Sept. 8, 1864	Sept. 8, 1864	do.
	Home	do.	Unk'n.	Oct. 21, 1864	Oct. 21, 1864	do.
	Home	do.	do.	June 12, 1865	June 12, 1865	do.
	Hannibal	do.	800	Nov. 10, 1864	Nov. 10, 1864	do.
	Havana	do.	475	Nov. 21, 1864	Nov. 21, 1864	do.
	Hibernia	Barge		Jan. 6, 1865	Jan. 6, 1865	do.
	H. & C. No. 7	do.		Mar. 1, 1865	Mar. 1, 1865	do.
	Henry Chouteau	Steamer	1,000	July 15, 1864	July 15, 1864	do.
	Isabella	do.	800	Sept. 28, 1864	Sept. 28, 1864	do.
	Isabella	do.	800	Nov. 21, 1864	Nov. 21, 1864	do.
	Iatan	do.	750	Sept. 3, 1864	Sept. 3, 1864	do.
	Iatan	do.	750	Nov. 11, 1864	Nov. 11, 1864	do.
	Izetta	do.	500	Sept. 29, 1864	Sept. 29, 1864	do.
	Izetta	do.	500	Dec. 9, 1864	Dec. 9, 1864	do.
	John No. 2	Barge		Dec. 5, 1864	Dec. 5, 1864	do.
	Joseph Kaufer	do.		Aug. 21, 1864	Aug. 21, 1864	do.
	J. H. Dukey	Steamer	800	Oct. 8, 1864	Oct. 8, 1864	do.
	Jeanette Roberts	do.	Unk'n.	Oct. 7, 1864	Oct. 7, 1864	do.
	Jeanette Roberts	do.	do.	Oct. 25, 1864	Oct. 25, 1864	do.
	Jennie Lewis	do.	do.	Oct. 4, 1864	Oct. 4, 1864	do.
	Jennie Brown	do.	do.	Oct. 11, 1864	Oct. 11, 1864	do.
	Jennie Brown	do.	do.	Nov. 6, 1864	Nov. 6, 1864	do.
	Jennie Brown	do.	do.	Nov. 6, 1864	Nov. 6, 1864	do.
	James Raymond	do.	340	Nov. 21, 1864	Nov. 21, 1864	do.
	John D. Perry	do.	750	May 14, 1865	May 14, 1865	do.
	Kate Putnam	do.	Unk'n.	Oct. 11, 1864	Oct. 11, 1864	do.
	Kate Kerney	do.	do.	Nov. 24, 1864	Nov. 24, 1864	do.
	Leonidas	do.	600	Oct. 5, 1864	Oct. 5, 1864	do.
	Lilly Martin	do.	Unk'n.	Oct. 7, 1864	Oct. 7, 1864	do.
	Lilly Martin	do.	do.	Nov. 21, 1864	Nov. 21, 1864	do.
	Lilly Martin	do.	do.	Dec. 9, 1864	Dec. 9, 1864	do.
	Lilly	do.	do.	Oct. 5, 1864	Oct. 5, 1864	do.
	Lilly	do.	do.	Oct. 5, 1864	Oct. 5, 1864	do.
	Lilly	do.	do.	Oct. 5, 1864	Oct. 5, 1864	do.
	Lilly	do.	do.	Oct. 5, 1864	Oct. 5, 1864	do.
	Lady Franklin	do.	do.	Nov. 10, 1864	Nov. 10, 1864	do.
	Lancaster	do.	do.	Nov. 10, 1864	Nov. 10, 1864	do.
	Lilly	do.	do.	June 4, 1865	June 4, 1865	do.
	Leanora	do.	do.	June 5, 1865	June 5, 1865	do.
	Mellnotte	do.	550	Aug. 17, 1864	Aug. 17, 1864	do.
	Mist	do.	Unk'n.	Sept. 16, 1864	Sept. 16, 1864	do.
	Mist	do.	do.	Oct. 7, 1864	Oct. 7, 1864	do.
	Minnehaha	do.	1,000	Oct. 7, 1864	Oct. 7, 1864	do.
	Minnehaha	do.	1,000	Nov. 10, 1864	Nov. 10, 1864	do.
	Minnehaha	do.	1,000	Jan. 21, 1865	Jan. 21, 1865	do.
	Monsoon	do.	600	Oct. 4, 1864	Oct. 4, 1864	do.

by the Quartermaster's department, &c.—Continued.

Where char- ter money is payable.	Rate of pay.	Amount paid.	Amount unpaid.	Total earnings.	Remarks.
St. Louis, Mo.	\$10 00 per day		\$240 00	\$240 00	
do.	17,500 00 per voyage		17,500 00	17,500 00	
do.	229 00 per day		8,014 50	8,014 50	
do.	225 00 do.		2,829 06	2,829 06	
do.	223 00 do.		5,507 35	5,507 35	
do.	210 00 do.		5,882 90	5,882 90	
do.	205 00 do.		6,277 30	6,277 30	
do.	170 00 do.		8,427 90	8,427 90	
do.	260 00 do.		3,325 46	3,325 46	
do.	263 00 do.		2,454 66	2,454 66	
do.	300 00 do.		3,504 25	3,504 25	
do.	214 75 do.		9,109 98	9,109 98	
do.	243 00 do.		8,798 64	8,798 64	
do.	228 25 do.		1,525 79	1,525 79	
do.	240 00 do.		1,750 50	1,750 50	
do.	242 00 do.		1,348 75	1,348 75	
do.	207 00 do.		626 60	626 60	
do.	15 00 do.	\$540 00	2,085 00	2,625 00	
do.	15 00 do.		700 00	700 00	
do.	15 00 do.		700 00	700 00	
do.	15 00 do.		2,920 00	2,920 00	
do.	250 00 do.		3,811 75	3,811 75	
do.	247 00 do.		3,213 16	3,213 16	
do.	225 00 do.		1,927 37	1,927 37	
do.	16 00 do.		1,040 00	1,040 00	
do.	80 00 do.		2,700 00	2,700 00	
do.	60 00 do.		1,120 00	1,120 00	
do.	242 00 do.		6,519 15	6,519 15	
do.	208 63 do.		8,840 43	8,840 43	
do.	No rate fixed				
do.	170 00 per day			963 33	
do.	293 00 do.			9,766 66	
do.	259 00 do.			18,365 96	
do.	190 84 do.			4,580 16	
do.	175 00 do.			3,237 50	
do.	297 00 do.			2,346 00	
do.	233 50 do.			3,230 44	
do.	11 00 do.		569 25	569 25	
do.	12 50 do.		1,512 50	1,512 50	
do.	50 00 do.		6,820 83	6,820 83	
do.	251 27 do.		10,977 53	10,977 53	
do.	274 22 do.		3,731 37	3,731 37	
do.	266 00 do.		3,856 00	3,856 00	
do.	237 00 do.		5,228 50	5,228 50	
do.	285 00 do.		6,002 00	6,002 00	
do.	285 00 do.		2,636 25	2,636 25	
do.	16 18 do.		251 25	251 25	
do.	15 00 do.		1,507 50	1,507 50	
do.	268 00 do.		1,819 16	1,819 16	
do.	170 00 do.		1,839 00	1,839 00	
do.	189 00 do.		1,093 95	1,093 95	
do.	372 75 do.		10,656 57	10,656 57	
do.	189 00 do.		4,078 15	4,078 15	
do.	200 00 do.		12,414 00	12,414 00	
do.	196 00 do.		10,455 00	10,455 00	
do.	208 00 do.		4,727 37	4,727 37	
do.	325 00 do.		14,285 90	14,285 90	
do.	235 00 do.		1,919 91	1,919 91	
do.	260 00 do.		3,094 66	3,094 66	
do.	226 00 do.		3,486 16	3,486 16	
do.	200 00 do.		6,795 18	6,795 18	
do.	217 65 do.		2,733 68	2,733 68	
do.	204 00 do.		583 60	583 60	
do.	237 00 do.		7,634 75	7,634 75	
do.	240 00 do.		20,700 00	20,700 00	
do.	247 00 do.		6,916 00	6,916 00	
do.	249 89 do.		8,668 35	8,668 35	
do.	228 00 do.		12,828 80	12,828 80	
do.	280 00 do.		943 00	943 00	
do.	235 00 do.		6,345 00	6,345 00	
do.	No rate fixed				
do.	225 00 per day		9,727 65	9,727 65	
do.	180 00 do.		180 00	180 00	
do.	200 41 do.		6,508 53	6,508 53	
do.	371 00 do.		1,267 58	1,267 58	
do.	330 00 do.		23,607 50	23,607 50	
do.	325 00 do.		11,833 13	11,833 13	
do.	275 00 do.		4,108 41	4,108 41	

No. 56.—*Statement of vessels chartered, impressed, or employed*

Name of officer.	Name of vessel.	Class.	Tons and 95ths.	Date of entry into service.	When char- tered, im- pressed, or employed.	By whom put into service.
Capt. L. S. Metcalf— Continued.	Maggie Hays.....	Steamer.....	Unk'n..	Oct. 7, 1864	Oct. 7, 1864	Capt. L. S. Metcalf
	Maggie Hays.....	do.....	do.....	Nov. 22, 1864	Nov. 22, 1864	do.....
	Maggie Hays.....	do.....	do.....	Dec. 10, 1864	Dec. 10, 1864	do.....
	Mollie McPike.....	do.....	do.....	Oct. 7, 1864	Oct. 7, 1864	do.....
	Mars.....	do.....	do.....	Oct. 4, 1864	Oct. 4, 1864	do.....
	Mars.....	do.....	do.....	Nov. 21, 1864	Nov. 21, 1864	do.....
	Metamora.....	do.....	do.....	Nov. 24, 1864	Nov. 24, 1864	do.....
	Marmora.....	do.....	300	Nov. 21, 1864	Nov. 21, 1864	do.....
	Maria.....	do.....	375	Dec. 9, 1864	Dec. 9, 1864	do.....
	Metropolitan.....	do.....	600	July 31, 1864	July 31, 1864	do.....
	Minneold.....	do.....	Unk'n..	May 17, 1865	May 17, 1865	do.....
	Minneold.....	do.....	do.....	June 4, 1865	June 4, 1865	do.....
	Nellie Rogers.....	do.....	do.....	Oct. 10, 1864	Oct. 10, 1864	do.....
	New York.....	do.....	400	June 4, 1865	June 4, 1865	do.....
	Omaha.....	do.....	600	Sept. 3, 1864	Sept. 3, 1864	do.....
	Omaha.....	do.....	600	Oct. 5, 1864	Oct. 5, 1864	do.....
	Onward.....	do.....	Unk'n..	Oct. 5, 1864	Oct. 5, 1864	do.....
	Olive.....	do.....	450	Nov. 23, 1864	Nov. 23, 1864	do.....
	Oil barge No. 1.....	Barge.....	do.....	Mar. 1, 1865	Mar. 1, 1865	do.....
	Omaha.....	Steamer.....	600	May 29, 1865	May 29, 1865	do.....
	Prairie State.....	do.....	450	July 28, 1864	July 28, 1864	do.....
	Prairie State.....	do.....	450	Nov. 10, 1864	Nov. 10, 1864	do.....
	Porter Rhodes.....	Barge.....	do.....	Aug. 7, 1864	Aug. 7, 1864	do.....
	Prairie Rose.....	Steamer.....	400	Oct. 5, 1864	Oct. 5, 1864	do.....
	Prairie Rose.....	do.....	400	Nov. 21, 1864	Nov. 21, 1864	do.....
	Prairie Rose.....	do.....	400	Feb. 26, 1865	Feb. 26, 1865	do.....
	Prairie Rose.....	do.....	400	June 4, 1865	June 4, 1865	do.....
	Rocket.....	do.....	300	Jan. 27, 1864	Jan. 27, 1864	do.....
	Rocket.....	do.....	300	Jan. 27, 1864	Jan. 27, 1864	do.....
	Rocket.....	do.....	300	Jan. 27, 1864	Jan. 27, 1864	do.....
	Rocket.....	do.....	300	Jan. 27, 1864	Jan. 27, 1864	do.....
	Rocket.....	do.....	300	Jan. 27, 1864	Jan. 27, 1864	do.....
	Rocket.....	do.....	300	Jan. 27, 1864	Jan. 27, 1864	do.....
	Rocket.....	do.....	300	Jan. 27, 1864	Jan. 27, 1864	do.....
	Rocket.....	do.....	300	Jan. 27, 1864	Jan. 27, 1864	do.....
	Resolute & barge.....	St'r & barge.....	Unk'n..	Aug. 7, 1864	Aug. 7, 1864	do.....
	Resolute & barge.....	do.....	do.....	Aug. 7, 1864	Aug. 7, 1864	do.....
	Resolute & barge.....	do.....	do.....	Aug. 7, 1864	Aug. 7, 1864	do.....
	Resolute & barge.....	do.....	do.....	Aug. 7, 1864	Aug. 7, 1864	do.....
	R. C. Snow.....	Barge.....	do.....	Aug. 20, 1864	Aug. 20, 1864	do.....
	Rodolph.....	Steamer.....	400	Oct. 10, 1864	Oct. 10, 1864	do.....
	Rodolph.....	do.....	400	May 19, 1865	May 19, 1865	do.....
	R. B. Hamilton.....	do.....	320	Oct. 13, 1864	Oct. 13, 1864	do.....
	Robert Emmett.....	do.....	Unk'n..	Oct. 8, 1864	Oct. 8, 1864	do.....
	Rosa D.....	do.....	do.....	Oct. 30, 1864	Oct. 30, 1864	do.....
	R. J. Jourdan.....	Barge.....	do.....	Dec. 2, 1864	Dec. 2, 1864	do.....
	Reserve.....	Steamer.....	do.....	Oct. 7, 1864	Oct. 7, 1864	do.....
	R. J. Lockwood.....	do.....	do.....	Feb. 24, 1865	Feb. 24, 1865	do.....
	Sass.....	do.....	do.....	Aug. 12, 1864	Aug. 12, 1864	do.....
	Stephen Decatur.....	do.....	700	Sept. 3, 1864	Sept. 3, 1864	do.....
	Stephen Decatur.....	do.....	700	Oct. 8, 1864	Oct. 8, 1864	do.....
	Stephen Decatur.....	do.....	700	Nov. 7, 1864	Nov. 7, 1864	do.....
	Silver Spray.....	do.....	600	Sept. 3, 1864	Sept. 3, 1864	do.....
	Silver Spray.....	do.....	600	Oct. 8, 1864	Oct. 8, 1864	do.....
	Sioux City.....	do.....	800	Sept. 3, 1864	Sept. 3, 1864	do.....
	Shamrock.....	do.....	425	Nov. 27, 1864	Nov. 27, 1864	do.....
	Shamrock.....	do.....	425	June 4, 1865	June 4, 1865	do.....
	Schuyler.....	do.....	500	Oct. 5, 1864	Oct. 5, 1864	do.....
	Schuyler.....	do.....	500	Nov. 7, 1864	Nov. 7, 1864	do.....
	Silver Cloud No. 2.....	do.....	500	Oct. 12, 1864	Oct. 12, 1864	do.....
	Silver Cloud No. 2.....	do.....	500	Nov. 21, 1864	Nov. 21, 1864	do.....
	Spray.....	do.....	Unk'n..	Nov. 23, 1864	Nov. 23, 1864	do.....
	Silver Lake.....	do.....	450	Nov. 21, 1864	Nov. 21, 1864	do.....
	St. Patrick.....	do.....	770	Dec. 9, 1864	Dec. 9, 1864	do.....
	St. Patrick.....	do.....	770	Dec. 9, 1864	Dec. 9, 1864	do.....
	St. Cloud.....	do.....	600	Feb. 3, 1865	Feb. 3, 1865	do.....
	St. Cloud.....	do.....	600	Feb. 3, 1865	Feb. 3, 1865	do.....
	Silver Wave.....	do.....	500	May 14, 1865	May 14, 1865	do.....
	Silver Wave.....	do.....	500	May 14, 1865	May 14, 1865	do.....
	Tiber.....	do.....	Unk'n..	Jan. 1, 1865	Jan. 1, 1865	do.....
	Tiber.....	do.....	do.....	Apr. 11, 1865	Apr. 11, 1865	do.....
	Tempest.....	do.....	400	Oct. 8, 1864	Oct. 8, 1864	do.....
	Tempest.....	do.....	400	Nov. 6, 1864	Nov. 6, 1864	do.....
	U. S. Grant.....	do.....	Unk'n..	Sept. 30, 1864	Sept. 30, 1864	do.....
	Venus.....	do.....	300	Sept. 29, 1864	Sept. 29, 1864	do.....
	Venus.....	do.....	300	Sept. 29, 1864	Sept. 29, 1864	do.....
	Victory.....	do.....	Unk'n..	Nov. 22, 1864	Nov. 22, 1864	do.....
	Victory.....	do.....	do.....	June 4, 1865	June 4, 1865	do.....

by the Quartermaster's department, &c.—Continued.

Where char- ter money is payable.	Rate of pay.	Amount paid.	Amount unpaid.	Total earnings.	Remarks.
St. Louis, Mo.	\$228 00 per day		\$2,549 25	\$2,549 25	
do.	252 00 do		3,549 50	3,549 50	
do.	179 00 do		402 75	402 75	
do.	239 00 do		5,662 28	5,662 28	
do.	226 00 do		9,433 14	9,433 14	
do.	240 00 do		5,476 00	5,476 00	
do.	179 00 do		4,818 33	4,818 33	
do.	215 00 do		5,555 12	5,555 12	
do.	275 00 do		534 56	534 56	
do.	55 00 do		2,695 00	2,695 00	
do.	276 00 do		3,061 96	3,061 96	
do.	220 00 do		5,775 00	5,775 00	
do.	217 00 do		1,660 75	1,660 75	
do.	No rate fixed				
do.	285 00 per day		2,846 12	2,846 12	
do.	243 00 do		14,740 00	14,740 00	
do.	215 00 do		2,762 81	2,762 81	
do.	245 00 do		3,186 58	3,186 58	
do.	8 00 do		500 00	500 00	
do.	No rate fixed				
do.	310 00 per day		19,605 83	19,605 83	
do.	287 00 do		11,553 75	11,553 75	
do.	15 00 do		1,861 87	1,861 87	
do.	240 00 do		7,762 75	7,762 75	
do.	220 00 do		2,812 83	2,812 83	
do.	310 00 do		8,970 00	8,970 00	
do.	No rate fixed				
do.	163 00 per day		5,053 00	5,053 00	
do.	159 00 do		4,770 00	4,770 00	
do.	141 43 do		8,627 23	8,627 23	
do.	160 00 do		4,960 00	4,960 00	
do.	163 00 do		5,053 00	5,053 00	
do.	162 80 do		4,558 40	4,558 40	
do.	159 00 do		11,289 00	11,289 00	
do.	150 30 do		2,686 90	2,686 90	
do.	168 50 do		6,583 31	6,583 31	
do.	173 10 do		5,019 90	5,019 90	
do.	166 17 do		9,139 35	9,139 35	
do.	160 00 do		8,350 00	8,350 00	
do.	15 00 do		448 75	448 75	
do.	228 83 do		2,056 25	2,056 25	
do.	230 00 do		7,566 50	7,566 50	
do.	255 60 do		1,022 40	1,022 40	
do.	188 00 do		4,637 33	4,637 33	
do.	125 00 do		415 62	415 62	
do.	8 00 do		240 00	240 00	
do.	220 00 do		11,607 17	11,607 17	
do.	No rate fixed				
do.	12 50 per day		465 10	465 10	
do.	251 37 do		6,898 24	6,898 24	
do.	260 96 do		5,413 41	5,413 41	
do.	255 00 do		8,681 12	8,681 12	
do.	242 00 do		3,595 16	3,595 16	
do.	211 00 do		2,361 40	2,361 40	
do.	300 00 do		4,231 50	4,231 50	
do.	360 19 do		14,677 74	14,677 74	
do.	220 00 do		5,885 00	5,885 00	
do.	233 70 do		3,393 15	3,393 15	
do.	230 00 do		7,792 55	7,792 55	
do.	235 00 do		1,943 75	1,943 75	
do.	266 00 do		3,947 58	3,947 58	
do.	249 60 do		3,262 60	3,262 60	
do.	242 00 do		4,987 85	4,987 85	
do.	458 82 do		21,652 54	21,652 54	
do.	455 47 do		33,249 31	33,249 31	
do.	275 00 do		11,393 22	11,393 22	
do.	280 00 do		15,632 25	15,632 25	
do.	225 00 do		10,507 40	10,507 40	
do.	220 00 do		7,275 00	7,275 00	
do.	317 35 do		21,262 45	21,262 45	
do.	225 00 do		5,428 00	5,428 00	
do.	282 85 do		3,722 61	3,722 61	
do.	254 00 do		8,956 67	8,956 67	
do.	295 00 do		13,519 83	13,519 83	
do.	200 00 do		3,250 00	3,250 00	
do.	247 00 do		4,569 50	4,569 50	
do.	240 00 do		3,171 00	3,171 00	
do.	259 00 do		4,833 91	4,833 91	

No. 56.—Statement of vessels chartered, impressed, or employed

Name of officer.	Name of vessel.	Class.	Tons and 95ths.	Date of entry into service.	When chartered, impressed, or employed.	By whom put into service.
Capt. L. S. Metcalf— Continued.	Victory	Steamer	Unk'n..	June 25, 1865	June 25, 1865	Capt. L. S. Metcalf
	Vulcan	do	300	June 1, 1865	June 1, 1865	do
	W. P. No. 2	Barge .....	.....	Aug. 5, 1864	Aug. 5, 1864	do
	Warsaw	Steamer	850	Sept. 3, 1864	Sept. 3, 1864	do
	W. R. Arthur	do	Unk'n..	Sept. 7, 1864	Sept. 7, 1864	do
	War Eagle	do	500	Oct. 4, 1864	Oct. 4, 1864	do
	War Eagle	do	500	Nov. 9, 1864	Nov. 9, 1864	do
	W. L. Ewing	do	600	Oct. 4, 1864	Oct. 4, 1864	do
	W. L. Ewing	do	600	Nov. 10, 1864	Nov. 10, 1864	do
	W. L. Ewing	do	600	Nov. 21, 1864	Nov. 21, 1864	do
	Wauanita	do	Unk'n..	Nov. 22, 1864	Nov. 22, 1864	do
	W. H. B. No. 122	Barge .....	.....	Feb. 13, 1865	Feb. 13, 1865	do
	Wm. Patrick	do .....	.....	Mar. 1, 1865	Mar. 1, 1865	do
	Yankee	Steamer	300	Sept. 1, 1864	Sept. 1, 1864	do
	Yankee	do	300	Sept. 1, 1864	Sept. 1, 1864	do
	Yellow Stone	do	Unk'n..	Sept. 28, 1864	Sept. 28, 1864	do
	Zephyr	do	do	Oct. 8, 1864	Oct. 8, 1864	do
	Zephyr	do	do	Oct. 8, 1864	Oct. 8, 1864	do
Capt. John W. McKim	De Molay	do	1, 295	May 25, 1863	May 25, 1863	Harrison Loring ..
	General Howard	do	158. 59	May 9, 1864	May 9, 1864	C. Sturdevant
	General Berry	do	144. 17	Sept. 2, 1863	Sept. 2, 1863	do
	Jefferson	do	443. 86	May 7, 1864	May 5, 1864	S. Hall
	Island City	do	389. 33	Sept. 16, 1864	Sept. 16, 1864	A. Bowker
	Falcon	do	148. 12	Mar. 18, 1865	Mar. 18, 1865	Ross & Sturdevant
	Orient	do	262. 76	Jan. 14, 1865	Jan. 14, 1865	do
	Bellingham	do	100. 40	May 1, 1864	May 1, 1864	A. Bowker
	Wm. Stroud	do	106. 24	Jan. 11, 1864	Jan. 11, 1864	do
	Wm. Kennedy	do	1, 015	Mar. 7, 1865	Mar. 7, 1865	E. Sampson
	George Appold	do	1, 370	Mar. 14, 1865	Mar. 14, 1865	do
	Norman	do	1, 230	Mar. 25, 1865	Mar. 25, 1865	Sprague, Soule & Co.
	George Appold	do	1, 370	Apr. 6, 1865	Apr. 6, 1865	E. Sampson
	George Appold	do	1, 370	May 19, 1865	May 19, 1865	do
	George Appold	do	1, 370	June 7, 1865	June 7, 1865	do
	George Appold	do	1, 370	June 27, 1865	June 27, 1865	do
	Young Rover	do	370	June 26, 1865	June 26, 1865	Baker Bros. & Forbes.
	George Appold	do	1, 370	Apr. 20, 1865	Apr. 20, 1865	E. Sampson
	Oriental	do	730	Nov. 5, 1864	Nov. 5, 1864	Lang & Delano
	American Eagle	Tug-boat	46	Sept. 17, 1864	Sept. 17, 1864	T. Winsor
	Ida Miller	do	59	Oct. 5, 1864	Oct. 5, 1864	Folsom & Baker ..
	Fremont	do	30	Nov. 15, 1864	Nov. 15, 1864	T. Winsor
	S. B. Macy	do	59	Sept. 23, 1864	Sept. 23, 1864	Baker & Howes ..
	D. A. Mills	do	58	Jan. 28, 1865	Jan. 28, 1865	do
	Day Spring	do	39	May 31, 1865	May 31, 1865	T. J. Winsor
	Harrisburg	Ship	492	Jan. 6, 1865	Jan. 6, 1865	S. Welch & Co ..
	Harriet	do	534	Feb. 10, 1865	Feb. 10, 1865	H. Lincoln & Co ..
	May Flower	do	1, 040	Apr. 20, 1865	Apr. 20, 1865	Baker Bros. & Forbes.
	Harrisburg	do	541	Apr. 20, 1865	Apr. 20, 1865	S. Welch & Co ..
	Glad Tidings	do	899	June 14, 1865	June 14, 1865	Baker Bros. & Forbes.
	Artisan	do	897	Jan. 26, 1865	Jan. 26, 1865	S. Welch & Co ..
	Flying Eagle	do	1, 019	Sept. 9, 1864	Sept. 9, 1864	Glidden & Williams
	Herald of Morning	do	1, 294	Sept. 9, 1864	Sept. 9, 1864	do
	Archer	do	1, 095	Oct. 5, 1864	Oct. 5, 1864	do
	Robin Hood	do	1, 181	Apr. 8, 1865	Apr. 8, 1865	do
	Belvidere	do	1, 197	May 15, 1865	May 15, 1865	do
	Moneynick	Bark	368	Nov. 23, 1864	Nov. 23, 1864	Cheaney, Ray & Co
	E. F. Herriman	do	436	Dec. 1, 1864	Dec. 1, 1864	Bridge, Lord & Co.
	Tejuca	do	350	Dec. 2, 1864	Dec. 2, 1864	do
	Florence	do	397	Dec. 28, 1864	Dec. 28, 1864	Cheaney, Ray & Co
	Chief	do	455	Jan. 17, 1865	Jan. 17, 1865	do
	Lawrence	do	480	Feb. 1, 1865	Feb. 1, 1865	do
	Commerce	do	463	Feb. 10, 1865	Feb. 10, 1865	do
	Dency	do	265	Feb. 14, 1865	Feb. 14, 1865	Kilham & Loud ..
	Arola	do	256	Feb. 18, 1865	Feb. 18, 1865	Lewis & Folger ..
	Dresden	do	505	Feb. 25, 1865	Feb. 25, 1865	S. Welch & Co ..
	Ada Carter	do	450	Feb. 25, 1865	Feb. 25, 1865	H. Lincoln & Co ..
	Union	do	373	Feb. 28, 1865	Feb. 28, 1865	Baker Bros.
	Moneynick	do	336	Mar. 7, 1865	Mar. 7, 1865	Cheaney, Ray & Co
	Celeste Clark	do	735	Mar. 7, 1865	Mar. 7, 1865	S. Welch & Co ..
	Oak	do	196	Mar. 13, 1865	Mar. 13, 1865	Lewis & Folger ..
	Armenia	do	326	Mar. 21, 1865	Mar. 21, 1865	Jasigi, Goddard & Co.
	Hadley	do	175	Mar. 28, 1865	Mar. 28, 1865	L. T. Lynde
	Helen Mar	do	357	Apr. 7, 1865	Apr. 7, 1865	Wm. Hayden
	Hellespont	do	406	Apr. 20, 1865	Apr. 20, 1865	S. Welch & Co ..

by the Quartermaster's department, &c.—Continued.

Where charter money is payable.	Rate of pay.	Amount paid.	Amount unpaid.	Total earnings.	Remarks.
St. Louis, Mo.	\$275 00 per day		\$1,443 75	\$1,443 75	
do.	235 00 do		6,952 08	6,952 08	
do.	15 00 do		200 00	200 00	
do.	346 50 do		3,371 81	3,371 81	
do.	675 00 do		5,146 87	5,146 87	
do.	323 40 do		10,038 90	10,038 90	
do.	75 00 do		537 50	537 50	
do.	217 20 do		7,832 20	7,832 20	
do.	247 00 do		1,735 08	1,735 08	
do.	410 75 do		1,661 88	1,661 88	
do.	220 00 do		3,218 00	3,218 00	
do.	No rate fixed				
do.	15 00 per day		1,065 00	1,065 00	
do.	220 25 do		6,497 37	6,497 37	
do.	207 00 do		6,452 12	6,452 12	
do.	239 73 do		6,189 81	6,189 81	
do.	190 00 do		1,932 50	1,932 50	
do.	205 00 do		2,818 75	2,818 75	
Boston, Mass.	575 00 do	\$74,534 38		74,534 38	
do.	100 00 do	21,552 50	5,185 00	26,737 50	If employed over 100 days \$85 per day.
do.	75 00 do	15,975 00	3,571 88	19,546 88	
do.	250 00 do	15,000 00	44,347 51	59,347 51	If employed over 180 days \$225 per day.
do.	40 cts. per ton per day	31,309 22	8,285 62	39,594 84	
do.	100 00 per day		6,306 25	6,306 25	
do.	100 00 do		1,383 33	1,383 33	
do.	1,800 00 per month	2,025 60		2,025 60	
do.					Void.
do.	187 50 per voya'e	187 50		187 50	Loaded in part.
do.	2,292 30 do	2,292 30		2,292 30	Do.
do.	165 00 do		165 00	165 00	Do.
do.					
do.	642 20 do	642 20		642 20	Do.
do.	280 00 do	280 00		280 00	Do.
do.	360 00 do	360 00		360 00	Do.
do.	200 00 do		200 00	200 00	Do.
do.	1,435 20 do		1,435 20	1,435 20	Do.
do.					
do.	2,030 80 do	2,030 80		2,030 80	Do.
do.	2,776 66 do	2,776 66		2,776 66	Do.
do.	15 00 per hour	915 00		915 00	
do.	11 66½ do	35 00	10 00	45 00	
do.	15 00 do	117 50	65 00	182 50	
do.	15 00 do	65 00		65 00	
do.	10 00 do		95 00	95 00	
do.	15 00 do		68 50	68 50	
do.	4,958 06 per voya'e	4,958 06		4,958 06	
do.	750 00 do	750 00		750 00	Do.
do.	1,629 62 do		1,629 62	1,629 62	Do.
do.					
do.	2,141 55 do	2,141 55		2,141 55	Do.
do.	1,545 75 do		1,545 75	1,545 75	Do.
do.					
do.	713 25 do		713 25	713 25	Do.
do.	73 45 do	73 45		73 45	Do.
do.	884 22 do	884 22		884 22	Do.
do.	3,187 70 do	3,187 70		3,187 70	Do.
do.	2,026 39 do		2,026 39	2,026 39	Do.
do.	6,976 51 do		6,976 51	6,976 51	Do.
do.	1,985 50 do	1,985 50		1,985 50	Do.
do.	5,333 42 do	5,333 42		5,333 42	Do.
do.	3,184 07 do	3,184 07		3,184 07	Do.
do.	658 75 do	658 75		658 75	Do.
do.	2,971 25 do	2,971 25		2,971 25	Do.
do.	302 70 do	302 70		302 70	Do.
do.	624 30 do	624 30		624 30	Do.
do.	2,716 56 do	2,716 56		2,716 56	
do.	3,861 65 do	3,861 65		3,861 65	
do.	1,035 00 do	1,035 00		1,035 00	Do.
do.	900 00 do		900 00	900 00	Do.
do.	865 00 do	865 00		865 00	
do.	4,073 00 do	4,073 00		4,073 00	Do.
do.	2,645 00 do	2,645 00		2,645 00	Do.
do.	1,645 60 do	1,645 60		1,645 60	
do.	2,786 00 do	2,786 00		2,786 00	
do.					
do.	1,130 55 do	1,130 55		1,130 55	
do.	1,514 80 do	1,514 80		1,514 80	Do.
do.	508 75 do		508 75	508 75	Do.

No. 56.—*Statement of vessels chartered, impressed, or employed*

Name of officer.	Name of vessel.	Class.	Tons and 95ths.	Date of entry into service.	When char- tered, im- pressed, or employed.	By whom put into service.
Capt. J. W. McKim— Continued.	Chattanooga.....	Bark.....	527	Apr. 26, 1865	Apr. 26, 1865	C. O. Rich & Co..
	E. H. Yanington ..	do.....	254	May 10, 1865	May 10, 1865	Baker Bros. & Forbes.
	Abbot Lawrence.	Brig.....	196	Oct. 1, 1864	Oct. 1, 1864	S. Weltch & Co..
	Wm. Nichols.....	do.....	180	Oct. 15, 1864	Oct. 15, 1864	do.....
	Rolling Wave.....	do.....	296	Nov. 12, 1864	Nov. 12, 1864	Cheeney, Ray & Co
	Monticello.....	do.....	143	Nov. 23, 1864	Nov. 23, 1864	Kilham & Loud...
	Aquidneck.....	do.....	354	Nov. 30, 1864	Nov. 30, 1864	S. Weltch & Co...
	Waltham.....	do.....	185	Dec. 8, 1864	Dec. 8, 1864	Kilham & Loud...
	Orizimbo.....	do.....	298	Dec. 9, 1864	Dec. 9, 1864	C. Siders
	Stockton.....	do.....	399	Jan. 4, 1865	Jan. 4, 1865	Blanchard, Sher- man & Co.
	Maria Wheeler ..	do.....	304	Jan. 16, 1865	Jan. 16, 1865	Kilham & Loud...
	D. Maloney.....	do.....	297	Jan. 20, 1865	Jan. 20, 1865	S. Weltch & Co...
	S. Goodnow.....	do.....	321	Jan. 27, 1865	Jan. 27, 1865	J. S. Emery & Co.
	Lucy Ann.....	do.....	206	Feb. 18, 1865	Feb. 18, 1865	do.....
	Star of Peace ..	do.....	288	Feb. 25, 1865	Feb. 25, 1865	Cheeney, Ray & Co
	Renshaw.....	do.....	275	Feb. 28, 1865	Feb. 28, 1865	Kilham & Loud...
	Iya.....	do.....	280	Mar. 22, 1865	Mar. 22, 1865	Cheeney, Ray & Co
	Virginia.....	do.....	242	Apr. 6, 1865	Apr. 6, 1865	S. Weltch & Co...
	Pocahontas.....	Schooner ..	217	Sept. 1, 1864	Sept. 1, 1864	Judah Berry.....
	Broadfield.....	do.....	165	Sept. 2, 1864	Sept. 2, 1864	David Fisk
	W. W. Brainard ..	do.....	149	Sept. 10, 1864	Sept. 10, 1864	Charles Siders ..
	Billy Bates.....	do.....	168	Sept. 11, 1864	Sept. 11, 1864	Smith & Adams...
	James House.....	do.....	258	Oct. 4, 1864	Oct. 4, 1864	L. T. Lynde
	T. H. Seymour.....	do.....	94	Oct. 8, 1864	Oct. 8, 1864	Charles Siders ..
	S. Sawyer.....	do.....	99	Oct. 13, 1864	Oct. 13, 1864	Kilham & Loud...
	Princess.....	do.....	110	Nov. 7, 1864	Nov. 7, 1864	Charles Siders ..
	John Farnam.....	do.....	230	Nov. 12, 1864	Nov. 12, 1864	S. Weltch & Co...
	Nellie Brown.....	do.....	377	Nov. 12, 1864	Nov. 12, 1864	Cheeney, Ray & Co
	George Darby.....	do.....	238	Nov. 18, 1864	Nov. 18, 1864	do.....
	Fanny Keeting ..	do.....	237	Nov. 23, 1864	Nov. 23, 1864	do.....
	Helen Mar.....	do.....	280	Nov. 19, 1864	Nov. 19, 1864	L. T. Lynde
	Granite State.....	do.....	198	Dec. 1, 1864	Dec. 1, 1864	Charles Siders ..
	William.....	do.....	86	Dec. 6, 1864	Dec. 6, 1864	E. M. Fletcher
	Tanero.....	do.....	127	Dec. 9, 1864	Dec. 9, 1864	A. B. Gray.....
	Surprise.....	do.....	70	Dec. 15, 1864	Dec. 15, 1864	Wm. Beers
	Convoy.....	do.....	161	Dec. 2, 1864	Dec. 2, 1864	S. Weltch & Co...
	Emma Bacon.....	do.....	299	Dec. 2, 1864	Dec. 2, 1864	Cheeney, Ray & Co
	Nellie Potter.....	do.....	139	Dec. 7, 1864	Dec. 7, 1864	J. S. Emery & Co.
	Mary B. Dyer.....	do.....	150	Dec. 10, 1864	Dec. 10, 1864	S. Weltch & Co...
	A. H. Cain.....	do.....	216	Dec. 12, 1864	Dec. 12, 1864	Cheeney, Ray & Co
	Wash'n Freeman ..	do.....	135	Dec. 13, 1864	Dec. 13, 1864	S. Weltch & Co...
	Theodore Dean.....	do.....	349	Dec. 16, 1864	Dec. 16, 1864	Kilham & Loud...
	J. H. Horton.....	do.....	138	Dec. 17, 1864	Dec. 17, 1864	S. Weltch & Co...
	F. C. Simmons.....	do.....	136	Dec. 17, 1864	Dec. 17, 1864	do.....
	George S. Fogg.....	do.....	150	Dec. 20, 1864	Dec. 20, 1864	do.....
	R. R. Higgins.....	do.....	125	Dec. 22, 1864	Dec. 22, 1864	do.....
	Nellie C. Payne.....	do.....	277	Dec. 23, 1864	Dec. 23, 1864	do.....
	N. & D. Scudder ..	do.....	96	Dec. 24, 1864	Dec. 24, 1864	R. R. Baker.....
	Alpine.....	do.....	87	Dec. 24, 1864	Dec. 24, 1864	Rufus Elliot.....
	A. Hammond.....	do.....	219	Dec. 26, 1864	Dec. 26, 1864	E. Siders
	Chariot.....	do.....	128	Dec. 28, 1864	Dec. 28, 1864	J. S. Emery & Co.
	Frederick Hall.....	do.....	100	Dec. 30, 1864	Dec. 30, 1864	C. Lovell
	L. T. Chester.....	do.....	110	Dec. 31, 1864	Dec. 31, 1864	S. Weltch & Co...
	Ella May.....	do.....	136	Dec. 31, 1864	Dec. 31, 1864	Kilham & Loud...
	Elma M. Wright ..	do.....	367	Jan. 2, 1865	Jan. 2, 1865	do.....
	E. P. Newcomb ..	do.....	150	Jan. 2, 1865	Jan. 2, 1865	J. S. Emery & Co
	Emily.....	do.....	270	Jan. 2, 1865	Jan. 2, 1865	Cheeney, Ray & Co
	Trade Wind.....	do.....	224	Jan. 2, 1865	Jan. 2, 1865	Kilham & Loud...
	Shooting Star.....	do.....	135	Jan. 3, 1865	Jan. 3, 1865	W. H. Kent
	J. G. Curtis.....	do.....	160	Jan. 4, 1865	Jan. 4, 1865	R. R. Baker.....
	Quivet.....	do.....	106	Jan. 4, 1865	Jan. 4, 1865	do.....
	Robert Raikes ..	do.....	120	Jan. 5, 1865	Jan. 5, 1865	do.....
	Susan West.....	do.....	140	Jan. 6, 1865	Jan. 6, 1865	do.....
	Brothers.....	do.....	100	Jan. 6, 1865	Jan. 6, 1865	Kilham & Loud ..
	Statesman.....	do.....	197	Jan. 7, 1865	Jan. 7, 1865	Cheeney, Ray & Co
	Joseph Turner.....	do.....	113	Jan. 10, 1865	Jan. 10, 1865	Baker Bros.....
	J. M. Huston.....	do.....	250	Jan. 4, 1865	Jan. 4, 1865	Kilham & Loud...
	Clara W. Elwell ..	do.....	260	Jan. 11, 1865	Jan. 11, 1865	do.....
	Nil Desperandum ..	do.....	110	Jan. 12, 1865	Jan. 12, 1865	R. R. Baker.....
	Addie P. Stimpson ..	do.....	117	Jan. 14, 1865	Jan. 14, 1865	Jed. Frye.....
	Saginaw.....	do.....	90	Jan. 28, 1865	Jan. 28, 1865	N. Gibson.....
	Fanny Keating ..	do.....	225	Jan. 30, 1865	Jan. 30, 1865	C. Siders & Co...
	E. Richardson ..	do.....	230	Feb. 8, 1865	Feb. 8, 1865	J. S. Emery & Co.
	Mary B. Dyer.....	do.....	149	Feb. 10, 1865	Feb. 10, 1865	R. R. Baker.....
	M. M. Freeman ..	do.....	186	Feb. 11, 1865	Feb. 11, 1865	J. S. Emery & Co.
	B. S. Wright.....	do.....	136	Feb. 14, 1865	Feb. 14, 1865	R. R. Baker.....

by the Quartermaster's department, &c.—Continued.

Where char- ter money is payable.	Rate of pay.	Amount paid.	Amount unpaid.	Total earnings.	Remarks.
Boston, Mass.	\$1,697 50 per voya'e		\$1,697 50	\$1,697 50	Loaded in part.
do.	1,020 00 do.		1,020 00	1,020 00	Do.
do.	700 00 do.	\$700 00		700 00	Do.
do.	500 00 do.	500 00		500 00	Do.
do.	3,328 75 do.	3,328 75		3,328 75	Do.
do.	2,427 50 do.	2,427 50		2,427 50	
do.	210 00 do.	210 00		210 00	Do.
do.	3,216 00 do.	3,216 00		3,216 00	
do.	90 00 do.		90 00	90 00	Do.
do.	1,934 82 do.	1,934 82		1,934 82	Do.
do.	1,542 22 do.	1,542 22		1,542 22	
do.	3,474 48 do.		3,474 48	3,474 48	
do.	4,225 00 do.	4,225 00		4,225 00	
do.	2,146 00 do.	2,146 00		2,146 00	
do.	600 00 do.	600 00		600 00	Do.
do.	3,509 71 do.	3,509 71		3,509 71	
do.	1,153 00 do.	1,153 00		1,153 00	Do.
do.	1,619 05 do.	1,619 05		1,619 05	
do.	175 00 do.	175 00		175 00	Do.
do.	393 00 do.	393 00		393 00	Do.
do.	200 00 do.	200 00		200 00	Do.
do.	25 00 per day	100 00		100 00	
do.	496 11 per voya'e	496 11		496 11	Do.
do.	170 00 do.	170 00		170 00	Do.
do.	73 00 do.	73 00		73 00	Do.
do.	293 25 do.	293 25		293 25	Do.
do.	779 93 do.	779 93		779 93	
do.	1,573 73 do.	1,573 73		1,573 73	
do.	1,118 00 do.	1,118 00		1,118 00	
do.	827 60 do.	827 60		827 60	
do.	992 02 do.	992 02		992 02	
do.	306 00 do.	306 00		306 00	Do.
do.	75 00 do.	75 00		75 00	Do.
do.	50 00 do.	50 00		50 00	Do.
do.	1,144 00 do.		1,144 00	1,144 00	Do.
do.	645 00 do.	645 00		645 00	
do.	3,250 95 do.		3,250 95	3,250 95	
do.	1,080 00 do.	1,080 00		1,080 00	
do.	494 75 do.		494 75	494 75	
do.	2,340 82 do.	2,340 82		2,340 82	
do.	613 71 do.	613 71		613 71	
do.	2,122 50 do.	2,122 50		2,122 50	
do.	514 97 do.	514 97		514 97	
do.	146 25 do.	146 25		146 25	
do.	716 85 do.	716 85		716 85	
do.	712 25 do.	712 25		712 25	
do.	1,712 35 do.	1,712 35		1,712 35	
do.	330 41 do.	330 41		330 41	
do.	13 50 do.	13 50		13 50	Do.
do.	90 00 do.		90 00	90 00	Do.
do.	995 00 do.	995 00		995 00	
do.	50 00 do.	50 00		50 00	Do.
do.	341 28 do.	341 28		341 28	
do.	387 00 do.	387 00		387 00	
do.	2,756 72 do.	2,756 72		2,756 72	
do.	996 12 do.	996 12		996 12	
do.	2,097 89 do.	2,097 89		2,097 89	
do.	881 10 do.	881 10		881 10	
do.	520 00 do.	520 00		520 00	
do.	414 40 do.	414 40		414 40	
do.	176 40 do.	176 40		176 40	
do.	395 25 do.	395 25		395 25	
do.	807 50 do.	807 50		807 50	
do.	232 65 do.	232 65		232 65	
do.	966 70 do.	966 70		966 70	
do.	445 35 do.	445 35		445 35	
do.	128 05 do.	128 05		128 05	Do.
do.	1,169 30 do.	1,169 30		1,169 30	
do.	264 60 do.	264 60		264 60	
do.	340 00 do.	340 00		340 00	Do.
do.	200 00 do.		200 00	200 00	Do.
do.	250 00 do.		250 00	250 00	Do.
do.	5,403 80 do.	5,403 80		5,403 80	
do.	381 00 do.		381 00	381 00	
do.	1,792 95 do.	1,792 95		1,792 95	
do.	261 00 do.	261 00		261 00	

No. 56.—*Statement of vessels chartered, impressed, or employed*

Name of officer.	Name of vessel.	Class.	Tons and 95ths.	Date of entry into service.	When char- tered, im- pressed, or employed.	By whom put into service.
Capt. J. W. McKim— Continued.	Hiawatha	Schooner	130	Feb. 17, 1865	Feb. 17, 1865	Cheaney, Ray & Co
	Hockanom	do	70	Feb. 17, 1865	Feb. 17, 1865	C. C. Staples
	S. R. Jamison	do	149	Feb. 20, 1865	Feb. 20, 1865	O. Jamison
	Comet	do	128	Feb. 22, 1865	Feb. 22, 1865	G. H. Howe
	Eben C. Broom	do	90	Feb. 23, 1865	Feb. 23, 1865	G. J. Barnes
	R. D. Cargill	do	200	Feb. 23, 1865	Feb. 23, 1865	Baker & Humphrey
	Flyaway	do	169	Feb. 23, 1865	Feb. 23, 1865	H. Mayo
	Edw. A. De Hart	do	93	Feb. 21, 1865	Feb. 21, 1865	R. R. Barker
	L. T. Chester	do	110	Feb. 27, 1865	Feb. 27, 1865	S. Weltch & Co...
	Nil Desperandum	do	112	Feb. 27, 1865	Feb. 27, 1865	Baker & Patton...
	Abigail Brown	do	47	Mar. 1, 1865	Mar. 1, 1865	R. R. Baker
	Nellie C. Paine	do	288	Mar. 2, 1865	Mar. 2, 1865	S. Weltch & Co...
	J. P. Nickerson	do	96	Mar. 3, 1865	Mar. 3, 1865	Baker & Patton...
	Helen M. Crosby	do	108	Mar. 3, 1865	Mar. 3, 1865	do
	Tidal Wave	do	92	Mar. 6, 1865	Mar. 6, 1865	do
	Convoy	do	137	Mar. 6, 1865	Mar. 6, 1865	S. Weltch & Co...
	A. S. Brown	do	176	Mar. 9, 1865	Mar. 9, 1865	do
	Merrimac	do	95	Mar. 10, 1865	Mar. 10, 1865	Baker & Patton...
	October	do	114	Mar. 11, 1865	Mar. 11, 1865	S. Weltch & Co...
	N. & D. Scudder	do	96	Mar. 13, 1865	Mar. 13, 1865	do
	Halo	do	163	Mar. 13, 1865	Mar. 13, 1865	do
	Juliette	do	85	Mar. 15, 1865	Mar. 15, 1865	do
	Mary B. Dyer	do	149	Mar. 15, 1865	Mar. 15, 1865	do
	Rattler	do	82	Mar. 15, 1865	Mar. 15, 1865	F. Snow & Co
	B. S. Wright	do	136	Mar. 16, 1865	Mar. 16, 1865	Baker & Patton...
	East Wind	do	97	Mar. 16, 1865	Mar. 16, 1865	Lewis & Folger...
	Ossuna	do	171	Mar. 16, 1865	Mar. 16, 1865	do
	George Shattuck	do	90	Mar. 16, 1865	Mar. 16, 1865	Baker & Patton...
	Franklin	do	120	Mar. 17, 1865	Mar. 17, 1865	E. G. Conary
	Cabot	do	198	Mar. 18, 1865	Mar. 18, 1865	C. Lovell
	S. L. Simmons	do	301	Mar. 18, 1865	Mar. 18, 1865	S. Weltch & Co...
	California	do	70	Mar. 20, 1865	Mar. 20, 1865	E. Wentworth
	Granite State	do	198	Mar. 29, 1865	Mar. 29, 1865	C. Siders
	Eastern Light	do	102	Mar. 20, 1865	Mar. 20, 1865	J. S. Cole
	J. G. Curtis	do	150	Mar. 21, 1865	Mar. 21, 1865	D. Atwood, jr.
	Harriet A. Rogers	do	270	Mar. 22, 1865	Mar. 22, 1865	J. S. Emery & Co ..
	Edward Lee	do	131	Mar. 24, 1865	Mar. 24, 1865	S. Weltch & Co...
	S. & E. Corson	do	422	Mar. 25, 1865	Mar. 25, 1865	Cheaney, Ray & Co
	L. T. Chester	do	110	Mar. 28, 1865	Mar. 28, 1865	S. Weltch & Co...
	Mary L. Lunt	do	168	Mar. 28, 1865	Mar. 28, 1865	do
	Belle	do	149	Mar. 28, 1865	Mar. 28, 1865	Bridge, Lord & Co
	Winged Racer	do	136	Mar. 31, 1865	Mar. 31, 1865	S. Weltch & Co...
	Ed. A. De Hart	do	93	Mar. 31, 1865	Mar. 31, 1865	do
	Quivet	do	106	Apr. 1, 1865	Apr. 1, 1865	Baker & Patton...
	R. R. Higgins	do	125	Apr. 5, 1865	Apr. 5, 1865	S. Weltch & Co...
	Moselle	do	81	Apr. 5, 1865	Apr. 5, 1865	do
	C. W. Bently	do	84	Apr. 5, 1865	Apr. 5, 1865	Cheaney, Ray & Co
	E. C. Smith	do	94	Apr. 5, 1865	Apr. 5, 1865	S. Weltch & Co...
	Charm	do	174	Apr. 8, 1865	Apr. 5, 1865	Baker & Patton...
	Maria Theresa	do	150	Apr. 8, 1865	Apr. 8, 1865	S. Weltch & Co...
	W. D. Cargill	do	190	Apr. 11, 1865	Apr. 11, 1865	Baker & Patton...
	Ella May	do	136	Apr. 11, 1865	Apr. 11, 1865	do
	Convoy	do	137	Apr. 11, 1865	Apr. 11, 1865	S. Weltch & Co...
	Flyaway	do	170	Apr. 14, 1865	Apr. 14, 1865	Baker & Patton...
	Mary Ella	do	210	Apr. 14, 1865	Apr. 14, 1865	do
	E. P. Newcomb	do	149	Apr. 22, 1865	Apr. 22, 1865	S. Weltch & Co...
	Mary B. Dyer	do	149	Apr. 22, 1865	Apr. 22, 1865	do
	J. G. Curtis	do	150	Apr. 22, 1865	Apr. 22, 1865	do
	Louisa Spanier	do	209	Apr. 25, 1865	Apr. 25, 1865	C. Lovell
	Texas	do	108	Apr. 25, 1865	Apr. 25, 1865	E. H. Day
	Freeman	do	93. 53	Apr. 27, 1865	Apr. 27, 1865	S. Weltch & Co...
	Eliza Ellen	do	105	Apr. 1, 1865	Apr. 1, 1865	M. R. Noyes
	New York	do	151	May 2, 1865	May 2, 1865	H. Davis
	Susan West	do	140	May 2, 1865	May 2, 1865	Baker & Patton...
	Mercy Taylor	do	143	May 2, 1865	May 2, 1865	Baker Bros. and Forbes.
	Surprise	do	70	May 16, 1865	May 16, 1865	Wm. Beers
	M. Wrightington	do	166	May 18, 1865	May 18, 1865	C. Siders & Co
	Plymouth Rock	do	198	May 23, 1865	May 23, 1865	H. Davis
	Sarah Gilman	do	196	May 24, 1865	May 24, 1865	C. Siders & Co
	J. W. Maitland	do	230	June 6, 1865	June 6, 1865	S. Weltch & Co
	Granite State	do	198	June 3, 1865	June 3, 1865	C. Siders & Co
	Isaac Rich	do	238	June 3, 1865	June 3, 1865	do
	Grace Gridler	do	250	June 19, 1865	June 19, 1865	S. Weltch & Co...
	A. G. Pease	do	98	June 21, 1865	June 21, 1865	do
	White Rock	do	170	June 21, 1865	June 21, 1865	C. W. Furness
	Ellen Perkins	do	196	Sept. 1, 1864	Sept. 1, 1864	C. Siders
	Envoy	do	110	Nov. 9, 1864	Nov. 9, 1864	S. Weltch & Co...

by the Quartermaster's department, &c.—Continued.

Where char- ter money is payable.	Rate of pay.	Amount paid.	Amount unpaid.	Total earnings.	Remarks.
Boston, Mass..	\$530 02 per voy'ge	\$530 02		\$530 02	
do.	6 00 do.	6 00		6 00	Loaded in part.
do.	219 30 do.		\$219 30	219 30	Do.
do.	60 00 do.	60 00		60 00	Do.
do.	2 00 do.	2 00		2 00	Do.
do.	352 00 do.	352 00		352 00	Do.
do.	100 00 do.	100 00		100 00	Do.
do.	334 50 do.	334 50		334 50	
do.	264 00 do.	264 00		264 00	
do.	258 44 do.	258 44		258 44	
do.	153 00 do.	153 00		153 00	
do.	3,502 92 do.	3,502 92		3,502 92	
do.	225 00 do.	225 00		225 00	
do.	261 50 do.	261 50		261 50	
do.	168 30 do.	168 30		168 30	
do.	457 40 do.	457 40		457 40	
do.	5,214 70 do.		5,214 70	5,214 70	
do.	213 00 do.	213 00		213 00	
do.	76 65 do.		76 65	76 65	Do.
do.	324 40 do.	324 40		324 40	
do.	569 50 do.	569 50		569 50	
do.	192 50 do.		192 50	192 50	
do.	400 00 do.		400 00	400 00	
do.	291 00 do.		291 00	291 00	
do.	519 64 do.		519 64	519 64	
do.	385 00 do.	385 00		385 00	
do.	1,219 25 do.	1,219 25		1,219 25	
do.	209 50 do.	209 50		209 50	
do.	1,489 95 do.	1,489 95		1,489 95	
do.	113 95 do.		113 95	113 95	Do.
do.	486 00 do.		486 00	486 00	
do.	50 00 do.	50 00		50 00	Do.
do.	125 00 do.		125 00	125 00	Do.
do.	244 50 do.	244 50		244 50	
do.	405 00 do.	405 00		405 00	
do.	4,169 85 do.	4,169 85		4,169 85	
do.	450 00 do.	450 00		450 00	
do.	4,376 50 do.		4,376 50	4,376 50	
do.	214 50 do.	214 50		214 50	
do.	674 21 do.		674 21	674 21	
do.	1,954 25 do.		1,954 25	1,954 25	
do.	198 80 do.	198 80		198 80	
do.	331 22 do.		331 22	331 22	
do.	254 35 do.	254 35		254 35	
do.	380 68 do.		380 68	380 68	
do.	281 52 do.		281 52	281 52	
do.	387 99 do.	387 99		387 99	
do.	257 50 do.		257 50	257 50	
do.	545 60 do.	545 60		545 60	
do.	260 00 do.		260 00	260 00	
do.	627 30 do.	627 30		627 30	
do.	371 00 do.	371 00		371 00	
do.	973 41 do.		973 41	973 41	
do.	598 80 do.	598 80		598 80	
do.	2,357 25 do.	2,357 25		2,357 25	
do.	488 16 do.		488 16	488 16	
do.	452 96 do.		452 96	452 96	
do.	555 12 do.		555 12	555 12	
do.	704 50 do.		704 50	704 50	Do.
do.	50 00 do.		50 00	50 00	Do.
do.	755 60 do.		755 60	755 60	Do.
do.	50 00 do.		50 00	50 00	Do.
do.	75 00 do.		75 00	75 00	Do.
do.	530 00 do.		530 00	530 00	
do.	853 20 do.		853 20	853 20	
do.	200 00 do.		200 00	200 00	Do.
do.	155 00 do.		155 00	155 00	Do.
do.	234 00 do.		234 00	234 00	Do.
do.	444 00 do.		444 00	444 00	Do.
do.	781 20 do.		781 20	781 20	
do.	216 40 do.		216 40	216 40	Do.
do.	89 00 do.		89 00	89 00	Do.
do.	1,342 81 do.		1,342 81	1,342 81	
do.	372 00 do.		372 00	372 00	Do.
do.	225 00 do.		225 00	225 00	Do.
do.	233 33 do.	233 33		233 33	Do.
do.	94 20 do.	94 20		94 20	Do.

No. 56.—Statement of vessels chartered, impressed, or employed

Name of officer.	Name of vessel.	Class.	Tons and 95ths.	Date of entry into service.	When char- tered, im- pressed, or employed.	By whom put into service.
Capt. J. W. McKim —Continued.	Dashing Wave	Schooner	93	June 9, 1865	June 9, 1865	Ezra Hall
	Solon	do	100	Mar. 8, 1865	Mar. 8, 1865	J. Boardman
	St. Lawrence	do	153	Oct. 10, 1865	Oct. 10, 1865	Peter Colbeth
	Union	do	75	Jan. 28, 1865	Jan. 28, 1865	Jos. Ham
	Solon	do	100	May 6, 1865	May 6, 1865	J. Boardman
	Surprise	do	70	Dec. 28, 1864	Dec. 28, 1864	C. T. Derry
	Princess	do	96	Oct. 8, 1864	Oct. 8, 1864	J. E. Thayer
	Belle	Sloop	35	Mar. 7, 1865	Mar. 7, 1865	C. T. Derry
	Gazelle	do	60	Feb. 17, 1865	Feb. 17, 1865	do
	Jenny Lind	do	38	Mar. 3, 1865	Mar. 3, 1865	do
	Belle	do	35	Apr. 1, 1865	Apr. 1, 1865	J. E. Thayer
	Starlight	do	35	Oct. 29, 1864	Oct. 29, 1864	do
	Starlight	do	35	May 1, 1865	May 1, 1865	C. T. Derry
	Gazelle	do	60	Oct. 28, 1864	Oct. 28, 1864	J. E. Thayer
Capt. C. M. Samp- son, a. q. m. Colonel G. W. Lee, a. q. m.	Daniel Webster	do	50	Oct. 16, 1864	Oct. 16, 1864	C. T. Derry
	Brewster	S. W. st'r	224	Nov. 21, 1863	Nov. 21, 1863	Lieut. Col. H. Biggs
	Chs. Chamberlain	do	269	Mar. 4, 1864	Mar. 4, 1864	do
	Magnet	Steamer		Sept. 24, 1864	Sept. 24, 1864	Colonel G. W. Lee
	Roderick	Steam-tug		Oct. 31, 1864	Oct. 31, 1864	do
	Roderick	do		Nov. 4, 1864	Nov. 4, 1864	do
	Prindiville	do		Nov. 19, 1864	Nov. 19, 1864	do
	Geo. H. Parker	do		Nov. 8, 1864	Nov. 8, 1864	do
	Paint Rock	Unservic'ble	140½	Sept.—, 1863		H. M. Smith, Lt. 105 O. V. L., a. a. q. m.
	DeMolay	Steamer	1, 295	May 25, 1863	May 25, 1863	H. Loring
Capt. Thomas J. Carlile, a. q. m. Capt. W. W. Mc- Kim, a. q. m., Boston.	General Howard	do	158. 59	May 9, 1864	May 4, 1864	C. Sturdivant
	General Berry	do	144. 12	Sept. 2, 1863	Sept. 2, 1863	do
	Jefferson	do	443. 86	May 5, 1864	May 5, 1864	Samuel Hall
	Bellingham	do	100. 40	May 1, 1864	May 1, 1864	A. Barker
	Rose Standish	do	310	July 10, 1864	July 10, 1864	D. Whiton
	Oriental	do	730	Aug. 3, 1864	Aug. 3, 1864	C. L. Wright & Co.
	American Eagle	Tug-boat	63	July 9, 1864	July 9, 1864	T. Winsor
	Harriet	Ship	534	July 18, 1864	July 18, 1864	Page, Richardson & Co
	Conquest	Bark	448	July 11, 1864	July 11, 1864	Cheney, Ray & Co
	Waltham	do	465	July 14, 1864	July 14, 1864	O. P. Wheeler
	C. C. Colson	Brig	230	Aug. 1, 1864	Aug. 1, 1864	A. Gage & Co.
	Aquidnack	do	354	Aug. 17, 1864	Aug. 17, 1864	S. Welch & Co.
	Abbott Lawrence	do	196	Aug. 17, 1864	Aug. 17, 1864	H. Mays
	L. M. Stewart	Schooner	164	July 23, 1864	July 23, 1864	J. Stewart
	Virginia	do	295	July 26, 1864	July 26, 1864	C. Siders
	Delia Hinds	do	150	Aug. 11, 1864	Aug. 11, 1864	W. H. Wills
	Senator	do	115	Aug. 22, 1864	Aug. 22, 1864	H. Davis
	Daniel Webster	Sloop	50	July 29, 1864	July 29, 1864	C. T. Dewey
	Gen. Jackson	do	60	July 14, 1864	July 14, 1864	J. E. Thayer
	Radiant	do	100	July 21, 1864	July 21, 1864	do
	Gazelle	do	130	July 26, 1864	July 26, 1864	do
	Catharine Nickles	Brig		Unknown	Unknown	B. P. Buck & Co
	N. J. Brayton	Schooner	224. 10	do	do	G. N. Stranahan
	F. W. Johnson	do	93	do	do	J. B. Gager
		Tug		July 1, 1864	July 1, 1864	B. Petty
	W. A. Crocker	Schooner		Unknown	Unknown	John B. Spafford
	A. P. Howe	do		do	do	Nelson Soper
	Sarah Mills	do	216	do	do	J. B. Gager
	Ridgewood	do		do	do	Van Brunt & Slaght
	Italia	Ship		do	do	J. O. Barker
		Tug		July 2, 1864	July 2, 1864	R. A. Secor
		do		July 2, 1864	July 2, 1864	G. L. Hammond
		do		July 2, 1864	July 2, 1864	W. F. Grogan
	Jas. H. Gallagher	Barge		Unknown	Unknown	Bishop, Son & Co.
	Ambrose Light	Brig		do	do	How & Well
	Wide World	Schooner	274	do	do	Van Brunt & Slaght
	Wm. A. Ellis	do	225	do	do	Lewis S. Davis
	Corn Exchange	Canal-boat	72	do	do	W. L. Barlow
	W. Capes	Schooner	197. 93	do	do	Wm. Van Name
Col. S. L. Brown, a. q. m.	City of Brooklyn	Ship		do	do	Nesmith & Jones
	L. S. Davis	Schooner	347	do	do	Lewis S. Davis
	B. F. Woolsey	do		do	do	Van Brunt & Slaght
	Julius Wells	do	147. 52	do	do	H. R. Miller
	D. C. Hulse	do	242	do	do	L. S. Davis
	Magnolia	do		do	do	S. W. Lewis & Co.
	Bernard	do	199. 73	do	do	David Walling
	Eagle	do		do	do	Van Brunt & Slaght
	Montereau	do	234	do	do	L. H. Hopkins

by the Quartermaster's department, &c.—Continued.

Where charter money is payable.	Rate of pay. (Hay, per ton; corn and oats, per bushel.)	Amount paid.	Amount unpaid.	Total earnings.	Remarks.
Boston, Mass.	\$16 00 per voy'ge	\$16 00		\$16 00	Loaded in part.
do.	41 00 do.	41 00		41 00	Do.
do.	10 46 do.	10 46		10 46	Do.
do.	1,085 41 do.	1,085 41		1,085 41	
do.	121 50 do.		\$121 50	121 50	Do.
do.	950 00 do.	950 00		950 00	Do.
do.	70 00 do.	70 00		70 00	Do.
do.	660 00 do.	660 00		660 00	Employed to transport ordnance and ordnance stores.
do.	70 00 do.	70 00		70 00	Do. do.
do.	1,568 67 do.	1,568 67		1,568 67	Do. do.
do.	75 00 do.		75 00	75 00	Do. do.
do.	474 00 do.	474 00		474 00	Do. do.
do.	405 00 do.	405 00		405 00	Do. do.
do.	1,738 50 do.	1,738 50		1,738 50	Do. do.
do.	1,195 00 do.	1,195 00		1,195 00	Do. do.
New York city	120 00 per day				
do.	120 00 do.				
Detroit, Mich.	15 00 per hour	180 00		180 00	12 hours, at \$15.
do.	75 00 per day	300 00		300 00	4 days, at \$75.
do.	100 00 do.	150 00		150 00	1½ day, at \$100.
do.	125 00 do.	1,750 00		1,750 00	14 days, at \$125.
do.	100 00 do.	400 00		400 00	4 days, at \$100.
					Impressed from Collin C. Spiller, at Chattanooga, Tenn., Sep., 1863.
Boston, Mass.	575 00 do.	4,025 00	32,775 00	36,800 00	
do.	125 00 do.	3,287 50	3,100 00	6,387 50	If employed over 60 days, \$100 per day; if over 180 days, \$85 per day
do.	75 00 do.	2,250 00	1,125 00	3,375 00	
do.	285 00 do.	8,835 00	3,257 50	12,092 50	If employed over 90 days, \$250 per day; over 180 days, \$225 per day.
do.	1,800 00 per month	2,542 20	1,337 00	3,879 20	Extra trips \$2,500 each; detention \$12 per hour.
do.	300 00 per day		3,450 00	3,450 00	
do.	320 09 per voy'ge		320 09	320 09	
do.	765 00 do.		765 00	765 00	
do.	1,383 00 do.		1,383 00	1,383 00	
do.	1,000 00 do.		1,000 00	1,000 00	
do.	2,115 90 do.		2,115 90	2,115 90	
do.	2,500 00 do.		2,500 00	2,500 00	
do.	2,382 50 do.		2,382 50	2,382 50	
do.	304 00 do.		304 00	304 00	
do.	36 30 do.		36 30	36 30	
do.	260 00 do.		260 00	260 00	
do.	27 45 do.		27 45	27 45	
do.	150 00 do.		150 00	150 00	
do.	200 00 do.		200 00	200 00	
do.	228 45 do.		228 45	228 45	
do.	418 30 do.		418 30	418 30	
do.	550 00 do.		550 00	550 00	
New York	Hay, \$8	676 11		676 11	
do.	Oats, 5½c; hay, \$5	1,003 94		1,003 94	\$84 demurrage.
do.		11 63		11 63	Do.
do.		7 00		7 00	Towage.
do.	Oats, 8c; hay, \$15	1,946 02		1,946 02	
do.	Oats, 5½c; hay, \$5 50	832 63		832 63	
do.	Oats, 5½c; hay, \$5 50	964 22		964 22	\$189 demurrage.
do.	Oats, 8c; hay, \$15	1,870 88		1,870 88	
do.	Cargo	9,500 00		9,500 00	
do.		6 00		6 00	Towage.
do.		10 00		10 00	Do.
do.		12 00		12 00	Do.
do.	Hay, \$4 40	147 49		147 49	
do.	Oats, 6c; hay, \$6	1,174 10		1,174 10	
do.	Oats, 5½c; hay, \$5	1,605 24		1,605 24	\$468 08 demurrage.
do.	Oats, 5½c	2,354 37		2,354 37	1,302 88 demurrage.
do.	Hay, \$4	348 52		348 52	Deduction, \$10; demurrage, \$81.
do.	Hay, \$6	788 39		788 39	\$173 18 demurrage.
do.	Corn, 20c; hay or straw \$30	17,401 75		17,401 75	828 65 primage.
do.	Oats, 5½c; hay, \$5 50	2,972 78		2,972 78	1,478 36 demurrage.
do.	Oats, 8c; hay, \$15	1,518 66		1,518 66	
do.	Oats, 5½c; hay, \$6 50	850 05		850 05	127 53 demurrage.
do.	Oats, 5½c	1,944 77		1,944 77	1,174 71 demurrage.
do.	Oats, 5½c; hay, \$5 50	671 39		671 39	
do.	Oats, 5c; hay, \$5	1,324 98		1,324 98	420 32 demurrage.
do.	Oats, 8c; hay, \$15	1,114 41		1,114 41	
do.	Hay, \$15	1,899 14		1,899 14	136 50 demurrage.

No. 56.—Statement of vessels chartered, impressed, or employed

Name of officer.	Name of vessel.	Class.	Tons and 95ths.	Date of entry into service.	When char- tered, im- pressed, or employed.	By whom put into service.
Col. S. L. Brown— Continued.	C. A. Crook	Schooner	189	Unknown	Unknown	L. H. Hopkins
	Lucian	do		do	do	do
	Rebecca Knight	do	217	do	do	do
	E. Corning	Barge		do	do	J. L. Williams
		Tug		July 6, 1864	July 6, 1864	R. R. Osgood
		do		July 6, 1864	July 6, 1864	M. B. Blunsle
	Jas. Nugent	Canal-boat		June 24, 1864	June 24, 1864	Jas. Wilson
	M. Gannon	do		June 24, 1864	June 24, 1864	do
		Tug		July 7, 1864	July 7, 1864	B. F. Petty
	G. D. Lamont	Canal-boat		Unknown	Unknown	McFadden & Thomp- son.
	Helen Hosby	do		do	do	do
		do		do	do	Allendorf & Duron
	B. L. Condon	Schooner		do	do	Chas. Algott
		Tug		July 8, 1864	July 8, 1864	R. N. Secor
		do		July 9, 1864	July 9, 1864	A. B. Valentine
		Canal-boat		Unknown	Unknown	J. V. D. Whitlock & Co
	Content and Gen. Sigel.	do		do	do	S. B. Wells
	Flag of our Union	Barge		do	do	McFadden & Thomp- son.
		Canal-boat		do	do	C. N. Jones
	Herald	Schooner		do	do	Chas. Tilton
	Portland S. Pack- et Co.	Canal-boats		July 12, 1864	July 12, 1864	Wm. Wicks, agent
	Portland S. Pack- et Co.	do		July 12, 1864	July 12, 1864	do
	M. Gannon	Barge		July 4, 1864	July 4, 1864	James Wilson
	Fearless	Tug		July 12, 1864	July 12, 1864	Benj. W. Morse
		do		July 15, 1864	July 15, 1864	L. S. Davis
	Portland S. Pack- et Co.	Canal-boats		July 15, 1864	July 15, 1864	W. Wicks, agent
		Tug		July 18, 1864	July 18, 1864	Henry G. Norton
	Portland S. Pack- et Co.	Canal-boats		July 20, 1864	July 20, 1864	Wm. Wicks, agent
	Col. H. S. Knapp	Barge		Unknown	Unknown	McFadden & Thomp- son.
	Reguette	do		do	do	do
	John Hannegan	do		do	do	do
	E. Kelter	do		do	do	do
	M. Munson	Schooner	180. 89	do	do	S. Brewster
	H. Martin	do	222. 53	do	do	Van Brunt & Slaght
	Magellen	do		do	do	do
	Florence Rogers	do	340. 40	do	do	do
	Qurust	do		do	do	do
	E. S. Potteo	do		do	do	do
	United Bros	do	131	do	do	do
	Amlelape	do	114	do	do	do
	Flying Scud	do		do	do	do
	Mystic	Brig		do	do	S. W. Lewis & Co.
	Neptune	Schooner		do	do	Stark W. Lewis
	D. S. Williams	do		do	do	D. S. Williams
	J. L. Hess	do		do	do	John Kennon
	G. H. Hoyt	do		do	do	N. L. McCready & Co.
	M. C. Town	do	175	do	do	John T. Fox
	Mary Cobb	Brig		do	do	N. L. McCready & Co.
	E. A. Conklin	Schooner		do	do	Geo. N. Stranahan
	Troy Line St'rs	Steamboats		July 21, 1864	July 21, 1864	M. Canfield, agent
	C. Vanderbilt	Steamer		July 21, 1864	July 21, 1864	do
	Chicago	Barge		Unknown	Unknown	John Maxwell
	E. Corning	do		do	do	J. L. Williams
	E. Corning	do		do	do	do
	Palestine	Schooner		do	do	Anthony Cumbern
	Col. Satterly	do	235	do	do	Lewis S. Davis
	Harvey Odell	Bark		do	do	Stark & Ladd
	Mary Jane	Schooner		do	do	J. M. Hazleton
	Decatur Oak	do	195	do	do	Decatur Oaks
		Canal-boats		do	do	Stark & Ladd
	Triton	Steamer	633	do	do	John R. Bacon
	Mayflower	Barge		do	do	Charles T. Crocker
	Francis French	Schooner	168	do	do	Haines, Hallock & Co.
	Wave	do		do	do	do
	J. L. Bewley	do		do	do	do
	Rhode Island	do	86	do	do	do
	John Tway	do	196	do	do	Stephen Inman
	Asa Eldridge	do	127	do	do	Haines, Hallock & Co.
	J. J. Worthington	do	258	do	do	Bently, Smith & Co.
	R. P. King	do	148	do	do	do

by the Quartermaster's department, &c.—Continued.

Where charter money is payable.	Rate of pay. (Hay, per ton; corn and oats, per bushel.)	Amount paid.	Amount unpaid.	Total earnings.	Remarks.
New York....	Corn, 6c; oats, 5c; hay, \$5.	\$1, 012 99		\$1, 012 99	\$259 87 demurrage.
do.....	Oats, 8c; hay, \$15.	605 50		605 50	
do.....	Oats, 5½c; hay, \$5 50.	1, 080 08		1, 080 08	239 60 demurrage.
do.....	Straw, \$2 50.	648 59		648 59	
do.....		6 00		6 00	For towing.
do.....		5 00		5 00	Do.
do.....		120 00		120 00	12 days lightering.
do.....		120 00		120 00	Do.
do.....		16 00		16 00	For towing.
do.....	Hay or straw, \$3 50.	230 15		230 15	
do.....	Oats, 3c; hay, \$2 90.	373 99		373 99	
do.....	Hay, \$2	455 00		455 00	
do.....	Hay, \$12	484 34		488 44	\$4 10 deducted.
do.....		17 00		17 00	For towing.
do.....		23 00		23 00	Do.
do.....	Hay, \$2 and \$2 50	790 19		790 19	
do.....	Hay, \$6	386 82		390 15	\$3 33 deducted.
do.....	Hay, \$3 50	205 49		205 49	
do.....	Hay, \$2	30 00		30 00	
do.....	Hay, \$3	39 50		39 50	
do.....		733 34		733 34	For 6 cars oats.
do.....		2, 606 18		2, 606 18	For 21 cars oats.
do.....		80 00		80 00	8 days' lightering.
do.....		100 00		100 00	For towing.
do.....		10 00		10 00	Do.
do.....		845 30		845 30	For 6 cars oats.
do.....		20 00		20 00	For towing.
do.....		1, 413 20		1, 413 20	For 10 cars oats.
do.....	Hay, \$3 50	208 08		208 08	
do.....	Hay, \$3 50	252 38		252 38	
do.....	Hay, \$3 25	232 25		232 25	
do.....	Hay, \$3 50	223 09		239 34	\$16 25 deducted.
do.....	Oats, 5½c; hay, \$5 50.	914 14		914 14	156 39 demurrage.
do.....	Oats, 5c; hay, \$5	1, 840 48		1, 840 48	869 37 demurrage.
do.....	Oats, 8c; hay, \$15.	1, 075 69		1, 075 69	
do.....	Oats, 5½c; hay, \$5 50.	1, 907 33		1, 907 33	228 70 demurrage.
do.....	Oats, 8c; hay, \$15.	1, 563 66		1, 563 66	
do.....		1, 956 15		1, 956 15	
do.....	Oats, 6c; hay, \$6.	716 10		716 10	146 25 demurrage.
do.....	Oats, 6c; hay or straw, \$7	455 47		455 47	60 75 demurrage.
do.....	Oats, 6c; hay, \$7	405 72		405 72	
do.....	Oats, 6c; hay, \$6 50.	789 50		789 50	
do.....	Oats, 5½c; hay, \$5 50.	857 77		857 77	
do.....	Oats, 5½c; hay, \$5 50.	2, 341 54		2, 341 54	
do.....	Oats, 8c; hay, \$12.	814 28		814 28	
do.....	Hay, \$14	1, 353 51		1, 353 51	
do.....	Oats, 5½c; hay, \$6.	980 30		980 30	106 50 demurrage.
do.....		1, 050 22		1, 050 22	
do.....	Oats, 5½c; hay, \$5 50.	1, 099 90		1, 099 90	
do.....		854 07		854 07	For 3,502 bags oats.
do.....		443 99		443 99	
do.....	Hay, \$2 50	861 08		861 08	
do.....	Oats, 3½c; hay, \$2 50.	745 89		745 89	
do.....	Hay, \$2 50	602 25		602 25	demurrage.
do.....	Hay, \$15	1, 607 16		1, 607 16	
do.....	Oats, 5½c	1, 589 66		1, 589 66	\$499 37 demurrage.
do.....	Oats, 9½c	658 88		658 88	
do.....	Oats, 8c; hay, \$15.	1, 151 59		1, 151 59	
do.....	Corn, 6c; oats, 5c; hay, \$5	1, 541 01		1, 541 01	
do.....		2, 847 49		2, 847 49	For 57 cars oats and 250 bales of hay.
do.....	Hay, \$7	1, 135 57		1, 135 57	\$221 55 demurrage.
do.....	Hay, \$3 50	150 90		162 70	11 80 deducted.
do.....	Hay, \$7	741 79		741 79	167 12 demurrage.
do.....	Oats, 6c; hay, \$7 50.	690 20		690 20	
do.....	Oats, 6c; hay, \$8	693 33		693 33	
do.....	Hay, \$7	381 29		381 29	33 59 demurrage.
do.....	Hay, \$7	972 36		972 36	121 48 demurrage.
do.....	Hay, \$4 50	530 88		530 88	63 50 demurrage.
do.....	Oats, 6c; hay, \$7; straw, \$7	1, 062 41		1, 062 41	96 75 demurrage.
do.....	Oats, 6c; hay, \$6.	775 74		775 74	217 37 demurrage.

No. 56.—*Statement of vessels chartered, impressed, or employed*

Name of officer	Name of vessel.	Class.	Tons and 95ths.	Date of entry into service.	When chartered, impressed, or employed.	By whom put into service.
Col. L. S. Brown— Cont'd.	B. D. Pitts	Schooner	123	Unknown ..	Unknown ..	Bently, Smith & Co..
	Martha	Brig	198	do	do	do
	Sarah Hellen	Schooner		do	do	do
	Jas. Jones	do	248	do	do	L. H. Hopkins
	R. M. Browning	do	106	do	do	L. B. Wing
	Vanderbilt	Steamer		do	do	M. Canfield, agent
	.....	Tug		do	do	Benj. T. Petty
	.....	do		do	do	Edw. G. Burgess
	F. F. Randolph	Schooner	150	do	do	M. F. Runyon & Co..
	Rich'd Borden	do	149	do	do	Leander Kenny
	A. S. Brown	do	236	do	do	do
	Chas. Dennis	do	291	do	do	Lewis S. Davis
	Insurance	Barge		do	do	Wm. W. Kinney
	Presto	Schooner	277	do	do	Geo. N. Stranahan
	Merchant	Barge		do	do	J. V. D. Whilbeck & Co
	.....	Tug		do	do	Wm. Gostin, agent
	J. B. Myers	Schooner	255. 75	do	do	Van Brunt & Slaght..
	Eliza Pharo	do		do	do	do
	Norman	do		do	do	do
	Francis	do		do	do	do
	Ida A. Jayne	do	211. 57	do	do	Scudder, Jaspur & Co.
	Mary A. Tibbetts	do	203. 9	do	do	Philip Chean
	Joseph & Franklin	do	184	do	do	Wm. Randolph
	T. Depew	do		do	do	J. B. Gager
	F. P. Simpson	do		do	do	W. L. McCready & Co.
	Eliza & Rebecca	do	231	do	do	Abner Price
	Frontier	do	190	do	do	Nesmith & Son
	.....	Tug		July 21, 1864	July 21, 1864	R. A. Secor
	Edward Slade	Schooner		July 21, 1864	July 21, 1864	Paul M. Drake
	Ney	do	173. 30	Unknown ..	Unknown ..	E. Ruckman
	Moderator	do	217	do	do	A. S. Lotts
	G. W. Pratt	Propeller		July 23, 1864	July 23, 1863	M. T. Runyan
	Arctic	do		July 23, 1864	July 23, 1863	J. R. Spies
	Mariah & Elizabeth	Schooner		Unknown ..	Unknown ..	Anthony Bowker
	J. B. Cunningham	do	147	do	do	W. H. Whyard
	Mariah Pickup	do	200	do	do	Casper Boyert
	F. Merwin	do	272	do	do	Van Brunt & Slaght..
	Three Brothers	do		do	do	do
	E. S. Downey	do	131	do	do	W. A. Thomas, agent.
	M. C. Durfer	do	259	do	do	Leander Kenney
	Commodore Foot	Barge		do	do	L. B. Wells
	Rio Grande	Schooner	106. 61	do	do	Geo. W. Schaffer
	Maria Jane	do	219. 20	do	do	F. P. Jones
	James H. Hoyt	do	244. $\frac{1}{2}$	do	do	A. C. Lyon
	Ocean Bird	do	159	do	do	Leander Kenney
	A. J. DeRosset	do	197	do	do	Jonas Smith
	Edith	Ship		do	do	Chas. Caren
	Damon	Bark	400	do	do	R. W. Rogers & Co..
	L. B. Coperthwait	Schooner		do	do	S. S. Wycoff
	Lovette Peacock	do		do	do	Murray & Nephew
	D. W. Vaughn	do	254	do	do	S. W. Gifford
	Thomas Lord	Ship	1, 056 $\frac{1}{2}$	do	do	H. P. & H. H. Thompson.
	D. W. Sanders	Schooner	159	do	do	J. Lowell
	Isle of Pines	do		do	do	Haines, Hallock & Co.
	C. S. Watson	do	123	do	do	Lewis S. Davis
	Silver Star	do	178	do	do	Jno. L. Holt
	J. P. Augur	do	247. 21	do	do	Abiel Abbot
	Alice	do	184. 39	do	do	do
	Mary Miller	Canal-boat		do	do	John Lynch
	Eclipse	Schooner	269	do	do	B. C. Cook
	D. H. Higgins	do		do	do	C. S. Grant
	W. O. Irish	do	225	do	do	Van Brunt & Slaght..
	Chicago	Barge		do	do	John Maxwell
	Corning	do		do	do	Jno. S. Williams
		Tug		July 30, 1864	July 30, 1864	G. L. Hammond
	Kate Rapperly	Barge		Unknown ..	Unknown ..	David Fales
		Tug		July 1, 1864	July 1, 1864	E. Jewett
	Del. & Rar. C. Co	do		July 1, 1864	July 1, 1864	F. G. Milson
		Canal-boat				Silleman, Matthews & Co.
		Tug		Aug. 2, 1864	Aug. 2, 1864	Benj. T. Petty
	Union	Barge		Unknown ..	Unknown ..	Boucher, Laning & Co
	J. C. Runyon	Schooner	162	do	do	M. T. Runyon & Co..
	Napoleon	do		do	do	Edw. Soper

by the Quartermaster's department, &c.—Continued.

Where charter money is payable.	Rate of pay. (Hay, per ton; corn and oats, per bushel.)	Amount paid.	Amount unpaid.	Total earnings.	Remarks.
New York	Hay, \$7	\$368 61		\$368 61	\$33 31 demurrage.
do	Hay, 7	748 65		748 65	199 00 demurrage.
do	Hay, 6	471 83		471 83	
do	Oats, 5c; hay, \$5	1,567 05		1,567 05	586 41 demurrage.
do	Hay, \$6	430 35		430 35	76 18 demurrage.
do		95 00		95 00	
do		30 00		30 00	For towing.
do		13 00		13 00	Do.
do	\$8 per ton	730 19		730 19	\$265 62 demurrage.
do	Oats, 6c; hay, \$6	847 95		847 95	93 10 demurrage.
do	Oats, 5½c	1,492 70		1,492 70	855 50 demurrage.
do	Oats, 5c; hay, \$5	2,894 79		2,894 79	1,746 00 demurrage.
do	Hay, \$2 50	168 06		168 06	
do	Oats, 6c; hay, \$6	1,744 06		1,744 06	415 50 demurrage.
do	Hay, \$2	359 67		359 67	
do		25 00		25 00	For towing.
do	Oats, 5½c; hay, \$6 50	1,112 64		1,112 64	\$159 85 demurrage
do	Oats, 8c; hay, \$15	515 40		1,007 55	492 15 deduction.
do	Oats, 6c; hay, \$7; straw, \$7	438 59		438 59	
do	Oats, 6c; hay, \$6 50	908 05		908 05	
do	Oats, 5½c	1,594 98		1,594 98	764 84 demurrage.
do	Oats, 5c; hay, \$5	1,324 90		1,324 90	530 96 demurrage.
do	Oats, 5½c; hay, \$5 50	1,238 29		1,238 29	403 25 demurrage.
do	Hay, \$8	458 12		458 12	
do	Oats, 8c; hay, \$15	849 69		849 69	
do	Oats, 5½c	1,975 84		1,975 84	1,292 15 demurrage.
do	Oats, 5½c; hay, \$5 50	955 82		955 82	207 81 demurrage.
do		34 00		34 00	For towing.
do	Oats, 5½c; hay, \$5 50	1,135 58		1,135 58	
do	Oats, 5½c; hay, 5 50	770 68		770 68	\$173 24 demurrage.
do	Hay, \$7 50	815 82		815 82	94 92 demurrage.
do		12 00		12 00	For towing.
do		10 00		10 00	Do.
do	Hay, \$6 50	818 80		818 80	
do	Hay, \$7	602 88		602 88	\$47 61 demurrage.
do	Oats, 6c; hay, \$6	1,186 70		1,186 70	171 84 demurrage.
do	Oats, 5½c; hay, \$5	1,464 91		1,464 91	331 50 demurrage.
do	Coal, 6c; hay, \$6	530 94		530 94	
do	Hay, \$7 50	481 31		481 31	95 53 demurrage.
do	Oats, 6c; hay, \$7	1,053 18		1,053 18	43 16 demurrage.
do	Hay, \$6	92 32		92 32	
do	Hay, 5½c; hay, \$5 50	662 44		662 44	248 32 demurrage.
do	Oats, 5½c; hay, 6	1,499 40		1,499 40	567 41 demurrage.
do	Hay, \$7	1,084 80		1,084 80	244 40 demurrage.
do	Oats, 5½c; hay, \$5 50	1,044 29		1,044 29	214 48 demurrage.
do	Oats, 6c	2,053 11		2,053 11	1,335 75 demurrage.
do	Oats, 6c; hay, \$6	2,828 45		2,828 45	
do	Oats, 8c; hay, \$10; hay, \$10	1,791 85		1,791 85	116 66 demurrage.
do	Oats, 5½c; hay, \$5 50	1,600 08		1,600 08	
do	Oats, 6c; hay, \$7	1,370 69		1,370 69	
do	Hay, \$7 09	913 56		913 56	103 18 demurrage.
do	Oats, 9c; hay, \$9	7,658 96		7,658 90	325 75 demurrage.
do	Oats, 5c; hay, \$4	986 33		986 33	460 44 demurrage.
do	Oats, 8c; hay, 15	1,598 53		1,598 53	
do	Oats, 6c; hay, 7 50	629 85		629 85	6 50 demurrage.
do	Oats, 6c; hay, 6	891 40		891 40	120 62 demurrage.
do	Oats, 5½c; hay, \$5 50	1,046 75		1,046 45	185 25 demurrage.
do	Oats, 6c; hay, \$6	871 47		871 47	46 10 demurrage.
do	Hay, \$3 50; straw, \$3 50	235 00		240 61	Deduction, \$5 61.
do	Oats, 6c; hay, \$6	1,524 05		1,524 05	\$269 demurrage.
do	Oats, 6c; hay, \$7 50; straw, \$7 50	1,088 47		1,088 47	
do	Oats, ½c and 5½c; hay, 50c and \$6 50	632 71		632 71	21 demurrage.
do	Hay, \$2 50	460 06		460 06	
do	Hay, \$2 50	631 10		631 10	
do		12 00		12 00	For towing.
do	Hay, \$6	118 02		118 02	
do		36 90		36 00	Do.
do		1,275 00		1,275 00	Do.
do		719 06		719 06	15 cars by lot.
do		10 00		10 00	Towing.
do	Hay, \$2	255 33		255 33	
do	Hay, \$5 and \$7	887 56		887 56	\$381 37 demurrage.
do	Oats, 5½c; hay, \$6 50	1,017 47		1,017 47	

No. 56.—*Statement of vessels chartered, impressed, or employed*

Name of officer.	Name of vessel.	Class.	Tons and 95ths.	Date of entry into service.	When char- tered, im- pressed, or employed.	By whom put into service.
Col. S. L. Brown— Continued.	L. A. Edwards	Schooner		Unknown	Unknown	G. R. Lime
	Aretie	do		do	do	John T. Hicks
	W. S. Rue	do		do	do	Thos. Wright
	L. B. Strong	do	185	do	do	Lewis S. Davis
	H. F. Wood	do		do	do	Job Patten
	L. W. Boker	Canal-boat		do	do	Stark & Ladd
	J. L. Larkin	do		do	do	do
	J. W. Freeman	do		do	do	do
	Hershel	Schooner	328	do	do	Amos Birdsall
	Dirigo	do	343	do	do	J. D. Applegate
	Angeline VanClife	do		do	do	Van Brunt & Slaght
	Yankee Doodle	do		do	do	do
	Sunny South	do	248	do	do	do
	Henry Finch	do	279	do	do	do
	M. E. Rowland	Brig.		do	do	do
	Albert Thomas	Schooner		do	do	do
	Memento	do		do	do	do
	C. A. Crook	do		do	do	L. H. Hopkins
	J. W. Rumsay	do		do	do	do
	Belle Barnard	Brig.	337	do	do	do
	Line Steamers			do	do	Commercial Steam- boat Company.
	Kendrick Fish	Schooner	170	do	do	A. F. Dailey
	Arlington	do	249	do	do	Tupper & Beatti
	Only Daughter	do		do	do	Forman Matthews
	L. Enos	Propeller	138	do	do	H. L. Palmer
	F. Nelson	Brig.	162	do	do	Henry Wiley
	Lynchburg	Schooner		do	do	Woolsey & Terry
	Herald	do		do	do	Charles Tilton
		Tug		do	do	G. W. Lawson
	D. C. Foster	Schooner		do	do	Jos. H. Townsend
		Tug		do	do	Bishop, Son & Co.
	Exertion	Schooner	286	do	do	John B. Spafford
	Tantamount	do		do	do	Kilham & Loud
	M. A. Shopshire	do		do	do	John S. Emery & Co.
	Valeria	do	341	do	do	W. H. Thomas & Bros.
	J. Predmore	do		do	do	E. L. Cramner
	Joseph Long	do		do	do	Nesmith & Sons
	E. Shedden	do		do	do	Wesley Egbert
	Virginia	Brig.	132	do	do	Wm. Spear
	United	Schooner		do	do	Henry E. Anderson
	Angeline	Barge	121	do	do	James Fagan
	G. P. Taylor	Schooner	94	do	do	Jas. M. Rose
	Merchant	Barge		do	do	J. V. D. Wilbeck
	Henry Cole	Schooner	192	do	do	L. B. Hazleton
	Constitution	do		do	do	Lewis S. Davis
	Frank E. Allen	Brig.		do	do	Butt, Sons & Co.
	A. J. DeRossett	Schooner		do	do	Lewis S. Davis
	C. N. Thayer	Canal-boat		do	do	Chas. H. Matthews
	Globe	Schooner	158	do	do	Bentley, Smith & Co.
	Three Sisters	do	172	do	do	do
	Corning	Barge		do	do	J. S. Williams
	John B. Spafford	Schooner		do	do	James Longstreet
	Moonlight	do	280	do	do	Van Brunt & Slaght
	H. C. Simmons	do	161	do	do	do
	Maria	do	94	do	do	John Miller
	Campbell	do	180	do	do	Kilham & Loud
	Berkshire	Barge		do	do	Allendorf & Dunn
	A. Bronson	do		do	do	McFadden & Thomp- son.
	Morris Wood	do		do	do	do
	Progress	do		do	do	do
	Thomas Gorman	do		do	do	do
	White	do		do	do	do
	M. Collins	do	129	do	do	do
	G. D. Lamonte	do	119	do	do	do
	Bridget Buckley	do	125	do	do	do
	Silver Creek	do		do	do	do
	D. Ritson	do	122	do	do	do
	E. D. Endicott	Schooner	337	do	do	Van Brunt & Slaght
	Sarah J. Hoyt	do		do	do	do
	M. A. Predmore	do		do	do	do
	M. G. Leonard	do		do	do	John B. Spafford
	F. Satterly	do		do	do	Lewis S. Davis
	Eliz'th Washburn	do		do	do	J. B. Gager
		Tug		do	do	Henry S. Newton
	M. B. Bramhall	Schooner		do	do	Frederick Davey

by the Quartermaster's department, &c.—Continued.

Where char- ter money is payable.	Rate of pay. (Hay, per ton; corn and oats, per bushel.)	Amount paid.	Amount unpaid.	Total earnings.	Remarks.
New York....	Oats, 6c; hay, \$6.....	\$1,457 07		\$1,457 07	\$224 00 demurrage.
do.....	Oats, 6c; hay, 6.....	1,281 56		1,281 56	141 25 demurrage.
do.....	Hay, \$10.....	906 24		906 24	
do.....	Oats, 6c; hay, \$6.....	1,213 75		1,213 75	335 31 demurrage.
do.....	Hay, \$10.....	1,066 92		1,066 92	
do.....		1,061 00		1,061 00	
do.....		632 50		632 50	
do.....		491 00		491 00	
do.....	Oats, 6c; hay, \$7.....	1,576 50		1,576 50	71 75 demurrage.
do.....	Oats, 6c; hay, 7.....	1,699 43		1,699 43	259 03 demurrage.
do.....	Oats, 6c; hay, 7.....	912 20		912 20	
do.....	Oats, 8c; hay, 15 50.....	1,312 18		1,312 18	
do.....	Oats, 5½c; hay, 5 50.....	1,613 92		1,613 92	563 16 demurrage.
do.....	Oats, 6c; hay, \$7.....	1,284 93		1,284 93	81 36 demurrage.
do.....	Oats, 8c; hay, 10.....	1,369 86		1,369 86	
do.....	Oats, 6c; hay, 6 50.....	1,503 92		1,503 92	
do.....	Oats, 8c; hay or straw, \$15.....	1,221 05		1,221 05	
do.....	Oats, 6c; hay or straw, 6½.....	870 32		870 32	
do.....	Hay, \$7 50; straw, \$7 50.....	1,527 15		1,527 15	
do.....	Oats, 5c; hay, \$5.....	1,033 17		1,033 17	\$124 60 demurrage.
do.....		65 36		65 36	30 bale bags.
do.....	Hay, \$8.....	912 92		912 92	\$148 15 demurrage.
do.....	Hay, 7 and \$5.....	1,025 42		1,025 42	274 93 demurrage.
do.....	Hay, 8.....	1,263 16		1,263 16	
do.....	Oats, 5c.....	399 35		399 35	86 25 demurrage.
do.....	Hay, \$12.....	935 04		935 04	16 21 demurrage.
do.....	Oats, 6c; hay, \$7 50.....	1,151 81		1,151 81	
do.....	Hay, \$3.....	19 17		19 17	
do.....		8 00		8 00	For towing.
do.....	Hay or straw, \$7.....	595 03		607 48	\$12 45 deduction.
do.....		25 00		25 00	For towing.
do.....	Hay, \$6.....	1,024 60		1,024 60	\$168 58 demurrage.
do.....	Hay, 10 50.....	1,263 21		1,263 21	
do.....	Oats, 5c; hay, \$5 and \$9.....	619 16		619 16	4 cars, at \$17, \$68; back charges, \$123 70.
do.....	Oats, 8c; hay, \$10.....	2,355 56		2,355 56	\$818 65 demurrage.
do.....	Hay or straw, 8.....	638 22		638 22	
do.....	Oats, 5½c; hay, 7 and \$5½.....	662 09		662 09	
do.....	Oats, 6c; hay, 7.....	797 96		797 96	
do.....	Hay, \$8.....	824 85		824 85	144 37 demurrage.
do.....	Hay, 10.....	464 02		464 02	
do.....	Hay, 4 50.....	265 71		265 71	15 12 demurrage.
do.....	Oats, 6c; hay, \$7 50.....	360 58		360 58	22 52 demurrage.
do.....	Hay, \$2.....	889 61		889 61	
do.....	Hay, 6 and \$7.....	452 58		452 58	17 00 demurrage.
do.....	Oats, 6c; hay, 7.....	1,337 86		1,337 86	
do.....	Oats, 6c; hay, 6.....	876 79		876 79	
do.....	Oats, 6c; hay, 7.....	873 63		873 63	
do.....	Hay, \$3 50.....	170 81		191 54	20 73 deduction.
do.....	Hay, 8 50.....	624 96		624 96	45 26 demurrage.
do.....	Oats, 5½c; hay, \$5 50.....	792 21		792 21	217 69 demurrage.
do.....	Hay, \$2 50.....	682 22		682 22	
do.....	Hay, \$7 50.....	473 00		473 00	
do.....	Oats, 6c; hay, \$6.....	1,439 37		1,439 37	280 00 demurrage.
do.....	Oats, 6c; hay, 7.....	948 82		948 82	59 53 demurrage.
do.....	Oats, 5½c; hay, 6.....	369 50		369 50	94 00 demurrage.
do.....	Oats, 6c; hay, 9.....	682 58		682 58	31 88 demurrage.
do.....	Hay, \$2.....	325 41		325 41	
do.....	Hay, 5.....	278 10		278 10	
do.....	Hay, \$5.....	271 72		271 72	
do.....	Hay, 5.....	258 16		264 01	5 85 deduction.
do.....	Hay, 5.....	291 25		291 25	3 50 towage.
do.....	Hay, 5.....	280 50		280 50	
do.....	Hay, 5.....	336 82		336 82	21 49 demurrage.
do.....	Hay, 5.....	309 10		309 10	19 82 demurrage.
do.....	Hay, 5.....	318 68		318 68	20 82 demurrage.
do.....	Hay, 5.....	261 57		261 57	
do.....	Hay, 5.....	316 53		316 53	20 33 demurrage.
do.....	Oats, 6c; hay, \$7.....	1,421 94		1,421 94	351 00 demurrage.
do.....	Oats, 8c; hay, 15.....	1,673 14		1,673 14	
do.....	Oats, 8c; hay, 15.....	1,378 01		1,378 01	
do.....	Hay or straw, 7 50.....	664 06		669 02	4 96 deductions.
do.....	Oats, 8c; hay, 11.....	2,230 74		2,230 74	
do.....	Oats, 6c; hay, 7.....	356 80		356 80	
do.....		20 00		20 00	For towing.
do.....	Oats, 6c; hay, 7.....	1,706 49		1,706 49	

No. 56.—Statement of vessels chartered, impressed, or employed

Name of officer.	Name of vessel.	Class.	Tons and 95ths.	Date of entry into service.	When char- tered, im- pressed, or employed.	By whom put into service.
Col. S. L. Brown— Continued.	Free Wind	Schooner .....	.....	Unknown ..	Unknown ..	Van Brunt & Slaght ..
	Joel Van Sant	do .....	.....	do	do	do
	Arcole	Ship .....	.....	do	do	J. Atkins & Co.
	Nancy N. Locke	Brig .....	.....	do	do	Chas. L. Hatch
	O. P. Binns	Schooner	160	do	do	L. H. Hopkins
	.....	Tug .....	.....	Aug. 9, 1864	Aug. 9, 1864	L. S. Davis
	H. D. B. Keim	Canal-boat .....	.....	Unknown ..	Unknown ..	James Duffey
	Portland Steam Packet Co.	do .....	.....	do	do	Wm. Weeks
	D. B. Bayless	Schooner .....	.....	do	do	Van Brunt & Slaght ..
	Breeze	do .....	.....	do	do	do
	Joseph Franklin	do .....	.....	do	do	do
	.....	Tug .....	.....	Aug. 11, 1864	Aug. 11, 1864	Edw. G. Burgess
	.....	do .....	.....	Aug. 11, 1864	Aug. 11, 1864	M. A. Loveland
	Utica	Barge .....	.....	Unknown ..	Unknown ..	Sanford & Vroman ..
	J. Grierson	Schooner .....	.....	do	do	Murray & Nephew ..
	John W. Maitland	do .....	.....	do	do	do
	A. H. Phillips	Canal-boat .....	.....	do	do	Wm. Fox
	O. H. Booth	Schooner .....	.....	do	do	T. B. Longstreet
	James Power	do	155	do	do	Miller & Houghton ..
	Thos. McCombs	Canal-boat .....	.....	do	do	Robert O'Brien
	Wm. Henry	Schooner .....	.....	do	do	David Sharrit
	H. Means	Brig	186	do	do	Baker & Crowell
	White Cloud	Schooner .....	.....	do	do	A. C. Leavitt
	A. Townsend	do .....	.....	do	do	M. T. Runyon
	D. S. Miller	do	195	do	do	John Creby
	Lucy A. Orcutt	do	198	do	do	Kilham & Loud
	Pioneer	do	320	do	do	do
	Black Bird	do .....	.....	do	do	do
	Clara Ellen	do .....	.....	do	do	Nehemiah Gibson
	Susan H. Gibson	do	268	do	do	do
	Z. Ross	Barge	111	do	do	McFadden & Thomp- son.
	John Maloney	do	121	do	do	do
	R. M. Palmer	do	127	do	do	do
	Eliza Francis	Schooner	145	do	do	Kilham & Loud
	John E. Dailey	do .....	.....	do	do	do
	Princeton	Brig	194	do	do	do
	Frank Reed	Schooner	138	do	do	J. W. Friend
	S. W. Baker	Barge .....	.....	do	do	Stark & Ladd
	.....	Tug .....	.....	Aug. 13, 1864	Aug. 13, 1864	Benj. T. Petty
	Henry Cole	Schooner .....	.....	Unknown ..	Unknown ..	Samuel B. Hazleton ..
	Patroon	Barge .....	.....	do	do	B. S. Winne
	William Allen	Schooner	363	do	do	Van Brunt & Slaght ..
	J. T. Day	do	137	do	do	J. C. Nichols
	.....	Canal-boat .....	.....	do	do	John O'Neil
	J. R. Baldwin	Barge .....	.....	do	do	W. J. & J. H. Herrick ..
	.....	Canal-boat .....	.....	do	do	C. G. Williams
	.....	do .....	.....	do	do	W. H. Dudley
	Elizabeth Eleanor	Schooner .....	.....	do	do	J. S. Bunnell
	F. Edson	Barge .....	.....	do	do	William Casey
	.....	Tug .....	.....	Aug. 16, 1864	Aug. 16, 1864	John H. Law
	.....	do .....	.....	Aug. 16, 1864	Aug. 16, 1864	R. A. Secor
	.....	do .....	.....	Aug. 16, 1864	Aug. 16, 1864	H. H. Storms
	M. C. Town	Schooner	176	Unknown ..	Unknown ..	Van Brunt & Slaght ..
	W. Sims	do	263. 72	do	do	do
	Avoca	do .....	.....	do	do	do
	Fleetwing	Bark	518	do	do	do
	S. I. Warring	Schooner	372	do	do	Lewis S. Davis
	R. W. Brown	do	199	do	do	do
	Superior	Canal-boat .....	.....	do	do	Chas. Gallagher
	Adriana	Schooner	150	do	do	Sam. J. Williamson ..
	John Hannegan	Barge .....	.....	do	do	McFadden & Thomp- son.
	E. Corning	do .....	.....	do	do	John L. Williams
	William How	do	164	do	do	Z. Shelley
		Tug .....	.....	Aug. 19, 1864	Aug. 19, 1864	James Dunham
		do .....	.....	Aug. 19, 1864	Aug. 19, 1864	Paul M. Drake
		do .....	.....	Aug. 20, 1864	Aug. 20, 1864	Benj. T. Petty
		do .....	.....	Aug. 20, 1864	Aug. 20, 1864	P. McCarty
	Margarette	Schooner	164	Unknown ..	Unknown ..	H. P. & H. H. Thompson
	D. A. Berry	do	243	do	do	Van Brunt & Slaght ..
	J. M. Genin	do	294	do	do	N. L. McCready & Co. .
	Sacramento	Bark	217 65	do	do	do
	Ocean Herald	Schooner	168	do	do	Metcalf & Duncan ..
	M. B. Mahoney	do	131	do	do	do
	J. H. Day	do	253	do	do	Geo. N. Stranahan ..

by the Quartermaster's department, &c.—Continued.

Where charter money is payable.	Rate of pay. (Hay, per ton; corn and oats, per bushel.)	Amount paid.	Amount unpaid.	Total earnings.	Remarks.
New York.....	Oats, 8c; hay, \$14.....	\$1,553 50		\$1,553 50	
.....do.....	Oats, 8c; hay, 15.....	794 64		794 64	
.....do.....	Corn, 18c; Oats, 16c; hay, \$24; straw, \$26.....	7,827 40		7,827 40	5 per cent. = \$372 77 primage.
.....do.....	Hay, \$12.....	1,412 28		1,412 28	
.....do.....	Hay or straw, \$8.....	663 19		663 19	\$56 67 demurrage.
.....do.....		12 00		12 00	For towing.
.....do.....	Hay, \$4.....	206 68		206 68	
.....do.....		121 90		121 90	From Canada.
.....do.....	Oats, 6c; hay, \$6.....	1,077 90		1,077 90	
.....do.....	Oats, 6c; hay or straw, \$7.....	1,080 88		1,080 88	
.....do.....	Oats, 6c; hay or straw, \$7.....	976 87		976 87	
.....do.....		15 00		15 00	For towing.
.....do.....		6 00		6 00	Do.
.....do.....	Hay, \$2.....	229 65		235 36	\$5 71 deduction.
.....do.....	Oats, 5½c; hay, \$5 50.....	667 69		667 69	
.....do.....	Hay, \$9 50.....	940 80		940 80	
.....do.....	Hay, 4 50.....	218 54		218 54	
.....do.....	Oats, 6c; hay, \$7.....	1,655 59		1,655 59	
.....do.....	Hay, \$12.....	699 07		699 07	45 20 demurrage.
.....do.....	Hay, 5.....	251 83		251 83	
.....do.....	Hay, 10.....	708 01		708 01	
.....do.....	Oats, 5c; hay, \$6 and \$9.....	640 53		640 53	162 75 demurrage.
.....do.....	Hay, \$8.....	603 93		603 93	
.....do.....	Oats, 6c.....	1,237 15		1,237 15	
.....do.....	Oats, 6c; hay, \$7 50.....	929 30		929 30	48 75 demurrage.
.....do.....	Oats, 5c; hay \$9 and \$6.....	527 43		527 43	18 54 demurrage.
.....do.....	Oats, 5c; hay, \$9.....	727 86		727 86	64 00 demurrage.
.....do.....	Oats, 5c; hay, 9 and \$5.....	555 96		555 96	
.....do.....	Oats, 6c; hay, 5.....	738 80		738 80	
.....do.....	Oats, 6c; hay \$5 and \$9.....	1,099 89		1,099 89	164 71 demurrage.
.....do.....	Hay, \$5.....	296 52		296 52	32 95 demurrage.
.....do.....	Hay, 5.....	347 24		347 24	59 87 demurrage.
.....do.....	Hay, 5.....	370 54		370 54	86 64 demurrage.
.....do.....	Oats, 6c; hay, \$9.....	614 57		614 57	3 77 demurrage.
.....do.....	Oats, 6c; hay, 9.....	805 37		805 37	
.....do.....	Oats, 5c; hay \$9 and \$6.....	639 83		639 83	62 64 demurrage.
.....do.....	Hay, \$7.....	470 67		470 67	12 93 demurrage.
.....do.....		977 00		977 00	\$950 cargo; \$27 towage.
.....do.....		17 00		17 00	Towing.
.....do.....	Oats, 8c; hay or straw, \$15.....	1,335 17		1,335 17	
.....do.....	Hay, \$2 50.....	191 86		191 86	
.....do.....	Oats, 6c; hay or straw, \$7 50.....	1,977 80		1,977 80	\$98 31 demurrage.
.....do.....	Hay, \$5 and \$7.....	730 72		730 72	105 60 demurrage.
.....do.....	Hay, \$2 14.....	100 79		100 79	
.....do.....	Hay, \$2.....	381 62		399 48	17 86 deductions.
.....do.....		15 50		15 50	Hay press.
.....do.....	Hay, \$2 50.....	176 08		176 08	
.....do.....	Hay, \$7 50.....	795 04		795 04	
.....do.....	Oats, 2½c; hay, \$2.....	422 30		422 30	
.....do.....		20 00		20 00	For towing.
.....do.....		12 00		12 00	Do.
.....do.....		17 00		17 00	Do.
.....do.....	Oats, 6c; hay or straw, \$7.....	1,044 55		1,044 55	\$110 00 demurrage.
.....do.....	Hay, \$7.....	1,348 02		1,348 02	399 82 demurrage.
.....do.....	Oats, 5½c; hay, \$6 50.....	473 24		473 24	
.....do.....	Oats, 8c; hay, \$10 and \$15.....	3,848 59		3,848 59	647 50 demurrage.
.....do.....	Oats, 6c.....	1,637 64		1,637 64	298 38 demurrage.
.....do.....	Oats, 6c; hay, \$6 50.....	989 65		989 65	82 93 demurrage.
.....do.....	Hay, \$4 50.....	213 85		213 85	
.....do.....	Hay, \$8.....	828 89		828 89	206 25 demurrage.
.....do.....		158 88		158 88	
.....do.....	Oats, 3½c; hay, \$2 50.....	620 56		620 56	
.....do.....	Hay, \$7 50.....	689 33		689 33	164 00 demurrage.
.....do.....		10 00		10 00	Towing.
.....do.....		8 00		8 00	Do.
.....do.....		10 00		10 00	Do.
.....do.....		3 50		3 50	Do.
.....do.....	Hay, \$10.....	792 76		792 76	\$61 50 demurrage.
.....do.....	Oats, 6c; hay, \$7.....	1,537 70		1,537 70	292 36 demurrage.
.....do.....	Oats, 8c; hay, \$10.....	1,067 53		1,067 53	73 50 demurrage.
.....do.....	Hay, \$10.....	674 88		674 88	190 75 demurrage.
.....do.....	Hay, \$7.....	840 69		840 69	216 57 demurrage.
.....do.....	Hay, \$13.....	867 60		867 60	167 16 demurrage.
.....do.....	Oats, 6c; hay, \$6 50.....	2,620 56		2,620 56	1,328 25 demurrage.

No. 56.—*Statement of vessels chartered, impressed, or employed*

Name of officer.	Name of vessel.	Class.	Tons and 95ths.	Date of entry into service.	When char- tered, im- pressed, or employed.	By whom put into service.
Col. S. L. Brown— Continued.	Utica.....	Barge.....		Unknown..	Unknown..	Sanford Vroman.....
	Minnie Miller.....	Brig.....	283	do.....	do.....	Miller & Houghton.....
	Bur'au of the West.....	Schooner.....		do.....	do.....	Van Brunt & Slaght.....
	Jos. Holmes.....	do.....		do.....	do.....	do.....
	Barnard.....	do.....	240	do.....	do.....	David Walling.....
	Milton Badger.....	do.....		do.....	do.....	J. B. Gager.....
	Daniel Holmes.....	do.....	310	do.....	do.....	L. H. Hopkins.....
	G. B. Smith.....	do.....	216	do.....	do.....	Prentice Bugber.....
	New Boston.....	Barge.....	121	do.....	do.....	McFadden & Thomp- son.
	Nancy R. Hegan.....	Schooner.....		do.....	do.....	Pendleton & Rose.....
	Geo. Burnham.....	Brig.....		do.....	do.....	P. Burr Burnham.....
	J. W. Freeman.....	do.....		do.....	do.....	Stark & Ladd.....
	Moonlight.....	Schooner.....	260. 39	do.....	do.....	Van Brunt & Slaght.....
	Jos. Marsh.....	do.....	131	do.....	do.....	do.....
	D. B. Warren.....	do.....	297	do.....	do.....	Lewis S. Davis.....
	Palestine.....	do.....	211	do.....	do.....	A. Cambern.....
	Berkshire.....	Barge.....		do.....	do.....	Allendorf & Dunn.....
	Chas. Heath.....	Brig.....	163	do.....	do.....	R. P. Buck & Co.....
		Tug.....		Aug. 27, 1864	Aug. 27, 1864	Geo. Stranahan.....
	St. Nicholas.....	Barge.....		Unknown..	Unknown..	E. Botsford.....
	St. Nicholas.....	do.....		do.....	do.....	do.....
	Erie.....	do.....		do.....	do.....	Thomas Power.....
	J. R. Baldwin.....	do.....		do.....	do.....	H. J. & J. A. Hendrick.....
	S. W. Walker.....	Canal-boat.....		do.....	do.....	Stark & Ladd.....
	John Forsyth.....	Schooner.....	247	do.....	do.....	Garret L. Lippincott.....
	White Sea.....	do.....	260	do.....	do.....	Kilham & Loud.....
	G. W. Bartee.....	Brig.....	287	do.....	do.....	do.....
	Isaac Hinckley.....	Schooner.....	222	do.....	do.....	do.....
	John McAdams.....	do.....	263	do.....	do.....	do.....
	W. O. Irish.....	do.....	255. 76	do.....	do.....	Van Brunt & Slaght.....
	Buena Vista.....	do.....	231. 18	do.....	do.....	do.....
	Thos. Page.....	do.....	165	do.....	do.....	do.....
	B. F. Woolsey.....	do.....		do.....	do.....	do.....
	Eliza Pharo.....	do.....	144	do.....	do.....	do.....
	Frances.....	do.....	223	do.....	do.....	do.....
	John Warren.....	do.....	174	do.....	do.....	do.....
	Geo. H. Hoyt.....	do.....		do.....	do.....	N. L. McCreedy & Co.....
	E. R. Bennett.....	do.....	333	do.....	do.....	do.....
	Daniel Brown.....	do.....	295	do.....	do.....	Leander Kenney.....
	Waltham.....	Bark.....		do.....	do.....	Jas. M. Hagar.....
	Ivy.....	Schooner.....	250	do.....	do.....	W. C. Henderson.....
	Gen. Armstrong.....	do.....		do.....	do.....	W. A. Wright.....
		Tug.....		Aug. 30, 1864	Aug. 30, 1864	Benj. T. Petty.....
	do.....	do.....		Aug. 31, 1864	Aug. 31, 1864	J. W. Smith.....
	do.....	do.....		Aug. 31, 1864	Aug. 31, 1864	W. Baker.....
	do.....	do.....		Aug. 31, 1864	Aug. 31, 1864	Allendorf & Dunn.....
	do.....	do.....		Aug. 31, 1864	Aug. 31, 1864	E. Botsford.....
	do.....	do.....		Aug. 31, 1864	Aug. 31, 1864	Philip Lansing.....
	do.....	do.....		Aug. 31, 1864	Aug. 31, 1864	Kilham & Loud.....
	do.....	do.....		Aug. 31, 1864	Aug. 31, 1864	A. B. Valentine.....
	do.....	do.....		Aug. 31, 1864	Aug. 31, 1864	M. B. Bardsley.....
	do.....	do.....		Aug. 31, 1864	Aug. 31, 1864	E. E. Sherman.....
	P. T. Hart.....	Canal-boat.....		Unknown..	Unknown..	D. McEachron.....
	do.....	do.....		do.....	do.....	J. W. Hobart.....
	Trader.....	do.....		do.....	do.....	E. R. Eaton.....
	Flurey.....	do.....		do.....	do.....	H. J. Hinkley.....
	J. Cannon.....	do.....		do.....	do.....	John L. Briggs.....
	Onondaga.....	do.....		do.....	do.....	Geo. P. Hathaway.....
	Ed. Kidder.....	Schooner.....	318	do.....	do.....	Murray & Nephew.....
	M. E. Banks.....	do.....	164	do.....	do.....	Van Brunt & Slaght.....
	People's line st'ms.....	do.....		do.....	do.....	J. W. Harcourt.....
	Lewis S. Davis.....	Schooner.....		do.....	do.....	Lewis S. Davis.....
	Chas. Dennis.....	do.....	291	do.....	do.....	do.....
	John Oliver.....	Canal-boat.....		do.....	do.....	W. W. Samphire.....
	A. P. Howe.....	Schooner.....		do.....	do.....	Nelson Soper.....
	Tornado.....	Brig.....	185	do.....	do.....	R. P. Buck & Co.....
	Eclipse.....	Schooner.....	269. 12	do.....	do.....	J. B. Pharo.....
	Flury.....	Canal-boat.....		do.....	do.....	H. J. Hinkley.....
	Emma Flory.....	do.....		do.....	do.....	John Walton.....
	B. Noble.....	do.....		do.....	do.....	R. W. Teft.....
	do.....	do.....		do.....	do.....	John O'Niel.....
	J. N. Dewett.....	do.....		do.....	do.....	H. L. Robinson.....
	White Cloud.....	do.....		do.....	do.....	T. Cook.....
	Pendena.....	do.....		do.....	do.....	Chandler H. Scott.....
	Major Patterson.....	do.....		do.....	do.....	George M. Landon.....
	Suella.....	do.....		do.....	do.....	Robert Webb.....
	Wate.....	do.....		do.....	do.....	David Winne.....

by the Quartermaster's department, &c.—Continued.

Where char- ter money is payable.	Rate of pay. (Hay, per ton; corn and oats, per bushel.)	Amount paid.	Amount unpaid.	Total earnings.	[Remarks.
New York.	Hay, \$2	\$237 73		\$237 73	
do.	Hay, \$7	1,232 97		1,232 97	\$471 66 demurrage.
do.	Oats, 6c	1,478 35		1,478 35	
do.	Oats, 8c; hay, \$15	1,584 71		1,584 71	
do.	Oats, 6c; hay, \$7 50	1,476 00		1,476 00	398 75 demurrage.
do.	Oats, 6c; hay, \$6	924 83		924 83	
do.	Oats, 6c; hay or straw, \$7	1,558 70		1,558 70	322 91 demurrage.
do.	Hay, \$10	1,120 41		1,120 41	23 62 demurrage.
do.	Hay, \$5	419 33		419 33	121 00 demurrage.
do.	Oats, 6c; hay, \$9	704 77		704 77	
do.	Hay, \$7	830 38		830 38	
do.		507 00		507 00	Cargo, \$475; towage, \$32.
do.	Oats, 6c; hay, \$7 50	1,295 96		1,295 96	\$195 30 demurrage.
do.	Hay, \$10	680 14		680 14	32 75 demurrage.
do.	Oats, 6c	1,610 27		1,610 27	400 63 demurrage.
do.	Oats, 6½c	797 72		797 72	156 04 demurrage.
do.	Hay, \$2; straw, \$2	167 61		167 61	
do.	Hay, \$7	816 11		816 11	61 11 demurrage.
do.		12 00		12 00	Towing.
do.	Hay, \$2	666 22		666 22	
do.	Hay, \$2	651 19		651 19	
do.	Hay, \$2	276 19		276 19	
do.	Hay \$2 and \$2 50	438 37		466 01	\$27 64 deduction.
do.		690 84		690 84	Cargo, \$665; towage, &c., \$25 84.
do.	Hay and straw, \$8	1,061 37		1,061 37	\$21 26 demurrage.
do.	Oats, 6c; hay, \$9	1,013 01		1,013 01	136 77 demurrage.
do.	Hay, \$5 and \$10	1,041 84		1,041 84	212 26 demurrage.
do.	Hay, \$9	787 31		787 31	82 10 demurrage.
do.	Hay, \$10	1,066 09		1,066 09	29 37 demurrage.
do.	Oats, 6c; hay, \$6 50	1,295 01		1,295 01	117 72 demurrage.
do.	Oats, 6c; hay, \$6 50	1,111 87		1,111 87	110 78 demurrage.
do.	Oats, 6c; hay, \$7 50	801 32		801 32	120 00 demurrage.
do.	Oats, 8c; hay, \$15	1,304 41		1,304 41	
do.	Oats, 6c; hay, \$6	817 83		817 83	125 25 demurrage.
do.	Oats, 6c; hay, \$6 50	1,075 85		1,075 85	139 37 demurrage.
do.	Oats, 6c; hay, \$7	1,106 01		1,106 01	345 48 demurrage.
do.	Oats, 8c; hay, \$10	1,000 46		1,000 46	
do.	Oats, 8c; hay \$10	2,526 49		2,526 49	541 06 demurrage.
do.	Oats, 6c; hay, \$7	1,505 42		1,505 42	295 00 demurrage.
do.	Oats, 18c; hay, \$24	7,208 49		7,208 49	
do.	Hay, \$10	1,075 77		1,075 77	169 27 demurrage.
do.	Oats, 5½c; hay, \$5 50	1,148 55		1,208 55	60 00 deduction.
do.		6 00		6 00	Towing.
do.		4 00		4 00	Do.
do.		4 00		4 00	Do.
do.		5 00		5 00	Do.
do.		4 00		4 00	Do.
do.		4 00		4 00	Do.
do.		143 00		143 00	Do.
do.		10 00		10 00	Do.
do.		15 00		15 00	Do.
do.		17 00		17 00	Do.
do.	Hay, \$6	181 30		181 30	
do.		38 80		38 80	Hay press.
do.	Hay, \$6	432 85		441 85	\$9 00 deduction.
do.	Hay, \$6	306 21		317 26	11 05 deduction.
do.	Hay, \$3	169 09		170 99	1 90 deduction.
do.	Hay, \$3 50	258 32		273 51	15 19 deduction.
do.	Oats, 5½c; hay, \$5 50	2,339 83		2,339 83	731 40 demurrage.
do.	Oats, 6c; hay, \$6 50	800 45		800 45	100 79 demurrage.
do.		9 57		9 57	Bags and scales.
do.		1,361 11		1,361 11	\$160 69 demurrage.
do.	Oats, 6½c	1,661 98		1,661 98	214 46 demurrage.
do.	Hay, \$6	159 92		159 92	
do.	Oats, 8c; hay, \$10	905 40		943 08	37 68 deduction.
do.	Oats, 6c; hay, \$9	963 87		963 87	231 20 demurrage.
do.	Oats, 6½c	1,348 40		1,348 40	452 59 demurrage.
do.	Hay, \$6 00	65 52		65 52	
do.	Hay, 6 00	186 32		186 32	9 00 demurrage.
do.	Hay, 6 00	151 45		151 45	5 00 demurrage.
do.	Hay, 2 00	50 00		50 00	
do.	Hay, 3 00	56 83		65 79	8 96 deduction.
do.	Hay, 3 00	58 95		58 95	
do.	Hay, 3 50	61 80		61 80	
do.	Hay, 3 50	66 97		66 97	
do.	Hay, 3 50	19 07		19 07	
do.	Hay, 3 50	90 71		96 85	6 14 deducted.

No. 56.—Statement of vessels chartered, impressed, or employed

Name of officer.	Name of vessel.	Class.	Tons and 95ths.	Date of entry into service.	When char- tered, im- pressed, or employed.	By whom put into service.	
Col. S. L. Brown— Continued.		Canal-boat		Unknown	Unknown	W. P. McKean	
	Maggie	do		do	do	Nicholas Jacobie	
	Banks	do		do	do	A. C. Gourly	
		Tug		Aug. 31, 1864	Aug. 31, 1864	L. Dobbs	
	Henry Holmes	Canal-boat		Unknown	Unknown	S. Smith	
	A. J. Fox	do		do	do	J. C. Pratt	
	Chalange	do		do	do	T. McFarland	
	Mechanic	do		do	do	P. M. Howland	
	St. Reigs	do		do	do	Charles Thompson	
	J. M. Patchin	do		do	do	Geo. Harris	
		Canal-boat		do	do	Wm. Baker	
		do		do	do	Joseph Ross	
	Eureka	do		do	do	Lewis Mott	
	Mechanic	do		do	do	P. M. Howland	
	J. O. Keepe	do		do	do	Henry Vanan	
	Noble Grand	do		do	do	John Allen	
	Tom Cummings	do		do	do	Wm. Abrie	
	Emma	do		do	do	Peter Kirby	
	J. W. Fisher	do		do	do	Thos. Scott	
	L. Hoffman	do		do	do	D. P. Barker	
	M. Seaman	do		do	do	Edwin Booth	
	Lancaster	Steamer		do	do	W. Weeks, agent	
	American Eagle	Barge		do	do	McFadden & Thomp- son.	
		Tug			Aug. 2, 1864	Aug. 2, 1864	J. M. Lane
		Canal-boat					C. E. Seymour
	Nightingale	Barge			Unknown	Unknown	McFadden & Thomp- son.
	S. C. Evans	Schooner	272		do	do	John Puan
		Tug			do	do	Benj. H. Moss
	Henrietta	Schooner	212		do	do	Jos. Miservey
	Charlotte Kissin- ger.	do			do	do	James Walker
	L. S. Davis	do	347		do	do	Lewis S. Davis
	Wave	do	160		do	do	Haines, Hallock & Co.
	D. S. Williams	do	393		do	do	D. S. Williams
	J. H. Youmans	do	148		do	do	David A. Bogert
	E. D. Endicott	do	337		do	do	Van Brunt & Slaght
	J. B. Myers	do	225		do	do	do
	J. W. Wadsworth	Canal-boat	106		do	do	C. Burg
	Ourust	Schooner	292		do	do	James Thompson
	Adamantine	do	62		do	do	A. F. Dailey
	J. W. Lindsay	do			do	do	Leander Kenney
	D. W. Sanders	do	159		do	do	Lewis S. Davis
	Matron	Brig	197		do	do	do
	Bergen	Schooner	226		do	do	Benj. H. Moss
	Stephen Taber	do	304		do	do	J. K. Terry
	John T. Way	do	196		do	do	Stephen Inman
	C. W. Newins	do	314. 7		do	do	N. L. McCready
	Lynchburg	do			do	do	Woolsey & Terry
	R. E. Pecker	do	222		do	do	E. A. Hussey & Co.
	D. W. Vaughn	do	254		do	do	S. M. Gifford
	Sedona	do	234		do	do	W. W. Simmons
		Tug			Sep. 5, 1864	Sep. 5, 1864	Benj. F. Petty
	Delmont Locke	Brig	183. 52		Unknown	Unknown	Kilham & Loud
	Chronometer	Schooner	144		do	do	do
Jos. T. Boyd	do	145		do	do	E. L. Robbins	
	Tug			Sep. 6, 1864	Sep. 6, 1864	R. A. Secor	
	Canal-boat			Unknown	Unknown	Stark & Ladd	
James Dalton	Barge	126		do	do	Lawrence & Barrett	
Senator	Schooner	249		do	do	G. Fau klin	
Gen. Butler	Canal-boat			do	do	Easton, McMahon & Co	
	Tug			Sep. 6, 1864	Sep. 6, 1864	Patrick McCarty	
Sammon	Barge	129		Unknown	Unknown	McFadden & Thomp- son.	
Samuel Allen	do	122		do	do	do	
37, of Baltimore	do	122		do	do	do	
E. Kilter	do	120		do	do	do	
Floating City	do	121		do	do	do	
U. S. Kopp	do	125		do	do	do	
D. G. Potter	do	107		do	do	do	
Kate Moyer	do			do	do	do	
M. Campbell	do	129		do	do	do	
Jos. R. Thomas	do	110		do	do	do	
Catherine Con- nelly.	do	136		do	do	do	
Fair Lady	do	132		do	do	do	
W. R. Beebe	Schooner			do	do	A. Crawford	

by the Quartermaster's department, &c.—Continued.

Where charter money is payable.	Rate of pay. (Hay, per ton; corn and oats, per bushel.)	Amount paid.	Amount unpaid.	Total earnings.	Remarks.
New York.....	Hay, \$3 50.....	\$10 36		\$10 36	
do.....	Hay, 3 50.....	69 72		69 72	
do.....	Hay, 3 50.....	46 59		46 59	\$4 00 demurrage.
do.....		10 00		10 00	Towing.
do.....	Hay, \$3 75.....	167 68		170 00	\$2 32 deduction.
do.....	Hay, 3 50.....	68 28		68 28	8 00 towage.
do.....	Hay, 6 00.....	137 60		146 60	9 00 deduction.
do.....	Hay, 3 50.....	110 10		114 32	\$24 demurrage; \$4 22 deduction.
do.....	Hay, 6 00.....	184 78		184 78	
do.....	Hay, 2 50.....	52 53		52 53	\$2 00 towage.
do.....	Hay, 3 50.....	500 45		500 45	
do.....	Hay, 3 50.....	109 98		109 98	
do.....	Hay, 6 00.....	130 04		130 04	9 00 demurrage.
do.....	Hay, 3 00.....	82 33		82 33	
do.....	Hay, 2 75.....	107 73		107 73	
do.....	Hay, 3 50.....	91 02		91 02	
do.....	Hay, 3 50.....	130 10		130 10	
do.....	Hay, 6 00.....	139 31		139 31	8 00 demurrage.
do.....	Hay, 6 00.....	180 57		183 07	2 50 deduction.
do.....	Hay, 6 00.....	126 60		126 60	8 00 demurrage.
do.....	Hay, 3 50.....	107 65		107 65	
do.....		244 76		244 76	By cargo.
do.....	Hay, \$5 00.....	311 81		320 12	\$8 31 deduction.
do.....		15 92		15 92	Towing.
do.....		10, 621 85		10, 621 85	Towage, &c., \$6,852 79.
do.....	Oats, 3c; hay, \$3.....	303 76		303 76	
do.....	Oats, 6c.....	1, 143 76		1, 143 76	\$566 demurrage.
do.....		3 50		3 50	Towing.
do.....	Hay, \$10.....	842 29		842 29	\$132 50 demurrage.
do.....	Hay, \$5.....	285 83		285 83	
do.....	Oats, 6c; hay, \$6 50.....	1, 928 51		1, 930 39	305 42 demurrage; \$1 88 deduction.
do.....	Oats, 6½c; hay, \$7 50.....	862 00		862 00	80 00 demurrage.
do.....	Oats, 6c; hay, \$6 50.....	2, 843 07		2, 843 07	298 84 demurrage.
do.....	Hay, \$8.....	7 6 24		716 24	58 58 demurrage.
do.....	Oats, 6c.....	2, 011 78		2, 011 78	573 95 demurrage.
do.....	Oats, 6c; hay, \$6 50.....	1, 147 52		1, 147 52	63 75 demurrage.
do.....	Hay, \$4 50.....	504 71		504 71	225 80 demurrage.
do.....	Oats, 6c; hay, \$4 50 & \$6.....	1, 684 77		1, 684 77	384 01 demurrage.
do.....	Oats, 6c; hay, \$7 50.....	208 98		208 98	2 95 demurrage.
do.....	Oats, 8c; hay, \$15.....	1, 385 61		1, 415 82	30 21 deduction.
do.....	Oats, 6c; hay, \$6 50.....	732 51		732 51	83 63 demurrage.
do.....	Oats, 6½c; hay, \$6 50.....	1, 057 55		1, 057 55	55 40 demurrage.
do.....	Oats, 6c; hay, \$6.....	1, 040 35		1, 040 35	131 83 demurrage.
do.....	Oats, 6c.....	1, 422 96		1, 422 96	234 33 demurrage.
do.....	Hay, \$8 50.....	1, 135 93		1, 135 93	249 08 demurrage.
do.....	Oats, 8c; hay, \$10.....	1, 299 86		1, 299 86	39 25 demurrage.
do.....	Corn, 7c; oats, 6c, hay, \$6.....	1, 325 35		1, 325 35	
do.....	Hay, \$8.....	1, 199 91		1, 199 91	305 25 demurrage.
do.....	Oats, 5½c; hay, \$8.....	1, 121 23		1, 121 23	227 54 demurrage.
do.....	Hay, \$12.....	1, 160 93		1, 160 93	204 75 demurrage.
do.....		25 00		25 00	Towing.
do.....	Oats, 5c; hay, \$9 & \$6.....	587 42		587 42	\$68 82 demurrage.
do.....	Hay, \$10.....	599 49		599 49	114 75 demurrage.
do.....	Hay, \$6 50.....	594 11		594 11	90 60 demurrage.
do.....		30 00		30 00	Towing.
do.....		675 18		675 18	\$85 00 storage; \$24 68 towing.
do.....	Hay, \$4 50.....	684 16		684 16	412 78 demurrage.
do.....	Hay, 7 and \$5.....	789 86		789 86	159 49 demurrage.
do.....	Hay or straw, \$4.....	247 37		247 37	
do.....		77 00		77 00	Towing.
do.....	Hay, \$5.....	547 06		547 06	\$241 09 demurrage.
do.....	Hay, 5.....	443 65		443 65	152 50 demurrage.
do.....	Hay, 5.....	314 71		314 71	650 21 demurrage.
do.....	Hay, 5.....	610 66		610 66	330 00 demurrage.
do.....	Hay, 5.....	486 99		486 99	220 17 demurrage.
do.....	Hay, 5.....	629 15		629 15	299 93 demurrage.
do.....	Hay, 5.....	599 37		599 37	325 91 demurrage.
do.....	Oats, 4c.....	246 34		246 34	
do.....	Hay, \$5.....	525 20		525 20	241 66 demurrage.
do.....	Hay, 5.....	501 44		501 44	230 83 demurrage.
do.....	Hay, 5.....	709 94		709 94	374 00 demurrage.
do.....	Hay, 5.....	630 84		630 84	304 40 demurrage.
do.....	Oats, 8c; hay, \$7.....	1, 949 43		1, 949 43	

No. 56.—Statement of vessels chartered, impressed, or employed

Name of officer.	Name of vessel.	Class.	Tons and 95ths.	Date of entry into service.	When char- tered, im- pressed, or employed.	By whom put into service.
Col. S. L. Brown— Continued.	Excelsior.....	Canal-boat	.....	Unknown..	Unknown..	Easton, McMahon & Co
	J. S. Whiton.....	do.....	.....	do.....	do.....	do.....
	Mary & Louisa.....	Bark.....	497	do.....	do.....	Lewis S. Davis.....
	F. Satterly.....	Schooner.....	.....	do.....	do.....	do.....
	Napoleon.....	do.....	248	do.....	do.....	Van Brunt & Slaght..
	Iram Smith.....	do.....	.....	do.....	do.....	G. N. Stranahan.....
	Erie.....	Barge.....	.....	do.....	do.....	Thomas Power.....
	Dan. Robinson.....	do.....	130	do.....	do.....	N. McShane.....
	Rebecca.....	Schooner.....	220	do.....	do.....	Abiel Abbott.....
	E. S. Downing.....	do.....	131	do.....	do.....	James M. Holmes.....
	Edna Harwood.....	do.....	285. 80	do.....	do.....	Kilham & Loud.....
	James Jones.....	Tug.....	.....	Sep. 8, 1864	Sep. 8, 1864	R. A. Secor.....
	Julie E. Pratt.....	Schooner.....	248	Unknown..	Unknown..	L. H. Hopkins.....
	.....	do.....	232	do.....	do.....	Van Brunt & Slaght..
	Mary Tibbetts.....	do.....	203. 9	do.....	do.....	do.....
	Three Sisters.....	do.....	172	do.....	do.....	Edward Fogerty.....
	Sarah Cullen.....	do.....	276	do.....	do.....	James Cullen.....
	Francis French.....	do.....	168	do.....	do.....	Hanes, Hallock & Co.
	J. R. Baldwin.....	Canal-boat..	117. 64	do.....	do.....	Thos. Merchant.....
	Bell R. Hull.....	Schooner.....	223. 41	do.....	do.....	Jackson Soper.....
	Suwasset.....	do.....	173. 17	do.....	do.....	A. Soper.....
	.....	Tug.....	.....	do.....	do.....	Benj. T. Petty.....
	.....	do.....	.....	do.....	do.....	A. B. Valentine.....
	Kansas.....	Canal-boat	95. 89	do.....	do.....	W. Broomshall.....
	.....	Tug.....	.....	do.....	do.....	Packard & Rogers...
	.....	do.....	.....	do.....	do.....	Rich'd P. Buck & Co.
	.....	do.....	.....	do.....	do.....	E. Chandler.....
	.....	do.....	.....	do.....	do.....	Edw. G. Burgess.....
	.....	do.....	.....	do.....	do.....	C. W. Kenzel.....
	A. C. Paine.....	Canal-boat	.....	do.....	do.....	Easton, McMahon & Co.
	Michigan.....	Barge.....	145	do.....	do.....	McFadden & Thomp- son.
	Shibboleth.....	Brig.....	200	do.....	do.....	Kilham & Loud.....
	Seventy-Six.....	Schooner.....	234	do.....	do.....	do.....
	Emily Fowler.....	do.....	166	do.....	do.....	do.....
	James Power.....	do.....	.....	do.....	do.....	do.....
	Tantamount.....	do.....	235	do.....	do.....	do.....
	Artic.....	do.....	.....	do.....	do.....	Abiel Abbott.....
	Palestine.....	do.....	211	do.....	do.....	A. Cambern.....
	Caroline Conelia.....	do.....	127	do.....	do.....	Thos. Reid.....
	Belle & Libby.....	do.....	132	do.....	do.....	Thos. Broomshall.....
	United.....	do.....	.....	do.....	do.....	J. B. Gager.....
	J. W. Johnson.....	do.....	.....	do.....	do.....	do.....
	C. S. Watson.....	do.....	.....	do.....	do.....	Lewis S. Davis.....
	S. J. Waring.....	do.....	372	do.....	do.....	do.....
	D. C. Hulse.....	do.....	248	do.....	do.....	do.....
	H. J. DeRossett.....	do.....	197	do.....	do.....	do.....
	M. J. Brumhall.....	do.....	.....	do.....	do.....	Van Brunt & Slaght..
	A. B. Terry.....	do.....	200	do.....	do.....	do.....
	M. A. Predmore.....	do.....	.....	do.....	do.....	do.....
	Sequine.....	do.....	.....	do.....	do.....	do.....
	Florence Rogers.....	do.....	345. 45	do.....	do.....	do.....
	Ida A. Jayne.....	do.....	.....	do.....	do.....	do.....
	Angeline VanClife.....	do.....	182	do.....	do.....	do.....
	Only Daughter.....	do.....	372	do.....	do.....	do.....
	Herschel.....	do.....	328	do.....	do.....	do.....
	W. A. Crocker.....	do.....	289	do.....	do.....	W. V. Pearce.....
	.....	Tug.....	.....	Sep. 17, 1864	Sep. 17, 1864	P. H. Denny.....
	D. C. Higgins.....	Schooner.....	241	Unknown..	Unknown..	C. S. Grant.....
	Erie.....	Barge.....	.....	Sep. 17, 1864	Sep. 17, 1864	Thos. Power.....
	.....	Tug.....	.....	Sep. 21, 1864	Sep. 21, 1864	Jameson & Sprague..
		do.....	.....	Sep. 21, 1864	Sep. 21, 1864	Thos. P. Bell.....
		do.....	.....	Sep. 21, 1864	Sep. 21, 1864	Chas. Soper.....
		do.....	.....	Sep. 21, 1864	Sep. 21, 1864	A. R. Seaman.....
		do.....	.....	Sep. 22, 1864	Sep. 22, 1864	C. M. Thompkins.....
		Barge.....	.....	Unknown..	Unknown..	John L. Williams.....
	Warrior.....	Steamer.....	1, 500	do.....	do.....	Isaac Odell.....
	J. B. Cunningham.....	Schooner.....	.....	do.....	do.....	W. H. Wayman.....
	J. W. Ramsay.....	do.....	368	do.....	do.....	Chas. H. Pierson.....
	Lamartine.....	do.....	190	do.....	do.....	Walter S. Johnson...

by the Quartermaster's department, &c.—Continued.

Where charter money is payable.	Rate of pay. (Hay, per ton; corn and oats, per bushel.)	Amount paid.	Amount unpaid.	Total earnings.	Remarks.
New York....	Hay or straw, \$5				
.....do.....	Hay or straw, \$5	\$253 51		\$253 51	
.....do.....	Oats, 16c; hay, \$22	9,366 55		9,366 55	\$214 29 primage; \$4,866 46 demur'ge.
.....do.....	Oats, 6½c	1,209 07		1,209 07	
.....do.....	Oats, 6c; hay, \$6 50	1,512 88		1,512 88	164 03 demurrage.
.....do.....	Oats, 6½c; hay or straw, \$6 50	1,204 81		1,204 81	
.....do.....	Hay or straw, \$2	312 29		312 29	
.....do.....	Oats, 6c; straw, \$6	334 21		334 21	20 31 demurrage.
.....do.....	Hay, \$8	1,136 30		1,136 30	161 56 demurrage.
.....do.....	Oats, 5c; hay, \$9	642 69		642 69	249 73 demurrage.
.....do.....	Oats, 5c; hay, \$9	689 71		689 71	71 46 demurrage.
.....do.....	Oats, 6c; hay, \$6 50	6 00		6 00	Towing.
.....do.....	Oats, 6c; hay, \$6 50	1,302 86		1,302 86	\$94 30 demurrage.
.....do.....	Oats, 6c; hay or straw, \$6 50	1,345 10		1,345 10	180 04 demurrage.
.....do.....	Oats, 6c; hay, \$6 50	1,122 74		1,122 74	131 15 demurrage.
.....do.....	Oats, 6½c; hay, \$6 50	794 26		794 26	48 38 demurrage.
.....do.....	Hay, \$7	1,138 57		1,138 57	309 06 demurrage.
.....do.....	Oats, 6½c; hay, \$6 50	774 89		774 89	19 25 demurrage.
.....do.....	Hay, \$5	672 42		672 42	377 56 demurrage.
.....do.....	Oats, 6c; hay, \$6 50	1,439 45		1,439 45	343 24 demurrage.
.....do.....	Hay, \$8	886 85		886 85	202 17 demurrage.
.....do.....	Oats, 6c; hay, \$6 50	15 00		15 00	Towing.
.....do.....	Oats, 6c; hay, \$6 50	8 00		8 00	Do.
.....do.....	Hay, \$4 50	454 34		454 34	\$230 11 demurrage.
.....do.....	Oats, 6c; hay, \$6 50	10 00		10 00	Towing.
.....do.....	Oats, 6c; hay, \$6 50	10 00		10 00	Do.
.....do.....	Oats, 6c; hay, \$6 50	15 00		15 00	Do.
.....do.....	Oats, 6c; hay, \$6 50	46 00		46 00	Do.
.....do.....	Oats, 6c; hay, \$6 50	25 00		25 00	Do.
.....do.....	Hay, \$5; straw, \$5	256 30		256 30	
.....do.....	Hay, \$5	981 56		981 56	\$465 20 demurrage.
.....do.....	Hay, \$10 and \$5	762 36		762 36	202 00 demurrage.
.....do.....	Hay, 7	1,011 75		1,011 75	272 39 demurrage.
.....do.....	Hay, 10	695 51		695 51	213 11 demurrage.
.....do.....	Hay, 12 and \$6	557 83		557 83	
.....do.....	Hay, 10	1,101 13		1,101 13	356 77 demurrage.
.....do.....	Corn, 7½c; oats, 6½c; hay, \$6 50	1,134 63		1,134 63	
.....do.....	Oats, 7c; hay or straw, \$7	1,230 83		1,230 83	19 78 demurrage.
.....do.....	Oats, 6c; hay, \$6 50	748 60		748 60	170 66 demurrage.
.....do.....	Hay, \$4 50	578 12		578 12	295 62 demurrage.
.....do.....	Hay, \$7	159 86		159 86	
.....do.....	Hay, \$8 50	228 46		274 31	45 85 deduction.
.....do.....	Oats, 7c; straw, \$7	664 34		664 34	
.....do.....	Oats, 7c; straw, \$7	1,895 44		1,895 44	29 06 demurrage.
.....do.....	Hay, \$6 50; straw, \$6 50	1,543 22		1,543 22	379 75 demurrage.
.....do.....	Oats, 6c; st'w or hay, \$6 50	1,042 48		1,042 48	66 69 demurrage.
.....do.....	Oats, 7c; straw, \$7	2,151 30		2,151 30	
.....do.....	Oats, 6c; hay, \$7	1,080 96		1,080 96	125 00 demurrage.
.....do.....	Corn, 7½c; oats, 6½c; hay or straw, \$6 50	976 70		976 70	
.....do.....	Hay or straw, \$6	1,322 78		1,332 70	9 92 deductions.
.....do.....	Corn, 6c; hay or straw, \$6	2,257 76		2,257 76	508 82 demurrage.
.....do.....	Oats, 7c; hay, \$7	1,360 99		1,360 99	
.....do.....	Corn or oats, 7½c and 6c; hay, \$7	1,109 62		1,109 62	51 19 demurrage.
.....do.....	Oats, 6½c; hay, \$7	2,234 49		2,234 49	137 56 demurrage.
.....do.....	Oats, 6c	2,459 34		2,459 34	823 40 demurrage.
.....do.....	Oats, 6c; hay, \$4 50	1,248 18		1,767 07	322 87 demurrage; \$518 89 deduc'n.
.....do.....	Oats, 6c; hay, \$7 50	3 50		3 50	Towing.
.....do.....	Oats, 6½c; hay, \$7 50	1,251 53		1,251 53	\$30 12 demurrage.
.....do.....	Hay or straw, \$2 50	405 84		405 84	
.....do.....	Oats, 6c; hay, \$6 50	11 00		11 00	Towing.
.....do.....	Oats, 6c; hay, \$6 50	5 00		5 00	Do.
.....do.....	Oats, 6c; hay, \$6 50	12 00		12 00	Do.
.....do.....	Oats, 6c; hay, \$6 50	7 00		7 00	Do.
.....do.....	Oats, 6c; hay, \$6 50	25 00		25 00	Do.
.....do.....	Hay or straw, \$2 50	888 75		888 75	
.....do.....	Corn or oats, 5½c; hay or straw, \$5	4,015 21		4,015 21	\$450 00 demurrage.
.....do.....	Hay or straw, \$8 50	697 79		697 79	
.....do.....	Corn, 7½c; oats, 6½c; hay, \$6 50	2,315 54		2,315 54	230 00 demurrage.
.....do.....	Hay, \$9 50	1,083 82		1,083 82	284 01 demurrage.

No. 56 — *Statement of vessels chartered, impressed, or employed*

Name of officer.	Name of vessel.	Class.	Tons and 95ths.	Date of entry into service.	When chartered, impressed, or employed.	By whom put into service.
Col. S. L. Brown— Continued.	Joel Van Zant	Schooner		Unknown	Unknown	J. S. Woodmansee
	Rio Grande	do	86	do	do	T. & R. Webster & Co
	G. H. Hoyt	do	169	do	do	Wright Predmon
	Dan'l Townsend	do	244	do	do	M. T. Runyon & Co.
	M. G. Leonard	do	225	do	do	John B. Spafford
	Exertion	do	286	do	do	do
	J. G. Wright	do	186	do	do	do
		Barge		do	do	John S. Williams
		do		do	do	C. Rowe
	Novilla	do	131	do	do	McFadden & Thompson.
	Jas. Jones	do	122	do	do	do
	Blue Bird	do		do	do	do
	A. B. Bronson	do		do	do	do
	A. P. Stone	do	107	do	do	do
	Western Star	do	128	do	do	do
	Silver Creek	do		do	do	do
	Olio	do	114	do	do	do
	Reindeer	do	124	do	do	do
	Palma	Schooner	417.42	do	do	Van Brunt & Slaght
	O. H. Booth	do		do	do	do
	W. O. Irish	do	225.80	do	do	do
	F. Merwin	do	272	do	do	do
	E. A. Anderson	do	188.36	do	do	do
	Caroline Hall	do	148	do	do	do
	Virginia	Brig.	132	do	do	Kilham & Loud
	F. A. Bailey	Schooner	257	do	do	do
	Milton Badger	do		do	do	J. B. Sager
	Tunis Depew	do	116	do	do	do
	Ida Delatane	do	191	do	do	do
	R. W. Brown	do		do	do	L. S. Davis
	D. B. Warner	do	297	do	do	do
	L. S. Davis	do		do	do	do
	W. A. Ellis	do	255	do	do	do
	L. S. Davis	do		do	do	do
		Canal-boat		do	do	G. T. Benedict
		do		do	do	W. H. Dudley
	Erie	Barge		do	do	Thomas Power
	Marcus Huntis	Schooner	230	do	do	Chas. L. Hatch
	A. Townsend	do		do	do	M. T. Runyon & Co
	J. C. Runyon	do	163.27	do	do	do
	Enoch Pratt	do	197	do	do	G. U. Stranahan
	Minerva	do	163	do	do	do
	Harriet Ann	Canal-boat	145	do	do	Geo. Neal
	Emy	Schooner		do	do	Lunt & Bros
	Thos. C. Bartlett	do		do	do	Rob't Spear
	S. C. Evans	do		do	do	Abiel Abbott
	Henry F. Wood	do	194	do	do	Haines, Hallock & Co.
	D. C. Foster	do	127	do	do	J. H. Townsend
	Sea Breeze	Brig.	179	do	do	R. P. Buck & Co.
	Yankee Doodle	Schooner	243	do	do	Abel Marten
	Yazoo	Brig.	284	do	do	Joseph Call
	Stella	Canal-boat	120	do	do	John Shurtz
	Gen'l Armstrong	Schooner		do	do	Van Brunt & Slaght
	John Rogers	do		do	do	do
	Wanata	do		do	do	do
	J. B. Myers	do		do	do	do
	M. E. Rowland	do		do	do	do
	George Darby	do	238	do	do	Geo. B. Mills
	Moderator	do	217	do	do	A. S. Litts
	C. W. Elwell	do		do	do	J. W. Elwell & Co.
	Elizabeth & Eleanor.	do	257.83	do	do	John S. Bunnell
	Thomas Page	do		do	do	Van Brunt & Slaght
	Benna Vista	do		do	do	do
	Rio Grande	do	107	do	do	Geo. W. Shaffer
		Tug		do	do	C. M. Tomkins
	Minerva	Schooner	325	do	do	M. Dissosway
	Richard Borden	do	149	do	do	Geo. N. Stranahan
	A. Hinton	do		do	do	Van Brunt & Slaght
	Albert Thomas	do		do	do	Albert Thomas
	Frank E. Allen	do	202	do	do	Brett, Sons & Co
		Canal-boat	125.68	do	do	Jeremiah Ryan
	Joseph & Franklin.	Schooner	200	do	do	Van Brunt & Slaght
	B. Freeman	Barge		do	do	Stark & Ladd
	S. W. Barker	do		do	do	do
		Tug		do	do	Gardner & Ellitt

by the Quartermaster's department, &c.—Continued.

Where char- ter money is payable.	Rate of pay. (Hay, per ton; corn and oats, per bushel.	Amount paid.	Amount unpaid.	Total earnings.	Remarks.
New York....	Oats, 7c; hay, \$7.....	\$495 42	.....	\$500 50	\$5 08 deduction.
.....do.....	Hay, \$8 50	398 67	.....	398 67	118 69 demurrage.
.....do.....	Hay, \$8 50	868 94	.....	868 94	82 73 demurrage.
.....do.....	Oats, 7c; hay, \$7.....	1,546 34	.....	1,546 34	40 67 demurrage.
.....do.....	Hay, \$8	1,094 67	.....	1,094 67	241 40 demurrage.
.....do.....	Hay, \$8	1,506 29	.....	1,506 29	382 80 demurrage.
.....do.....	Hay and straw, \$8	932 61	.....	932 61	220 87 demurrage.
.....do.....	Oats, 2½c; hay, \$2 50.....	774 98	.....	774 98	
.....do.....	Oats, 2c; hay, \$2 50.....	307 51	.....	307 51	
.....do.....	Hay, \$5	722 71	.....	722 71	315 37 demurrage.
.....do.....	Hay, \$5	637 14	.....	637 14	334 86 demurrage.
.....do.....	Hay and straw, \$3	222 59	.....	222 59	
.....do.....	Hay and straw, 3	187 02	.....	187 02	
.....do.....	Hay, \$5	568 43	.....	568 43	296 95 demurrage.
.....do.....	Hay, 5	387 45	.....	387 45	85 98 demurrage.
.....do.....	Hay and straw, \$3	189 36	.....	189 36	
.....do.....	Hay, \$5	734 14	.....	734 14	414 43 demurrage.
.....do.....	Hay, 5	511 85	.....	511 85	218 94 demurrage.
.....do.....	Oats, 7c; hay, \$7.....	2,006 21	.....	2,006 21	330 44 demurrage.
.....do.....	do.....	1,778 93	.....	1,782 24	3 31 deduction.
.....do.....	do.....	1,462 95	.....	1,462 95	149 23 demurrage.
.....do.....	Oats, 6½c; hay, \$7	1,601 06	.....	1,601 06	399 50 demurrage.
.....do.....	Oats, 6½c; hay, \$6 50.....	1,095 38	.....	1,095 38	53 94 demurrage.
.....do.....	Oats, 6c; hay, \$6 50.....	1,157 24	.....	1,157 24	328 37 demurrage.
.....do.....	Hay, \$12	603 72	.....	603 72	38 50 demurrage.
.....do.....	Oats, 6c; hay, \$5	1,122 38	.....	1,122 38	224 87 demurrage.
.....do.....	Corn, 8c; oats, 7c.....	862 88	.....	862 88	
.....do.....	Hay or straw, \$7.....	354 92	.....	354 92	95 45 demurrage.
.....do.....	Hay or straw, \$8.....	770 32	.....	770 32	160 16 demurrage.
.....do.....	Oats, 7c; hay and straw, \$7	1,096 28	.....	1,096 28	
.....do.....	Oats, 7c; hay, \$7.....	1,854 33	.....	1,854 33	250 59 demurrage.
.....do.....	Hay or straw, \$7.....	282 90	.....	282 90	
.....do.....	Oats, 7c	1,548 23	.....	1,548 23	201 87 demurrage.
.....do.....	do.....	1,703 86	.....	1,703 86	
.....do.....	do.....	15 60	.....	15 60	Hay press.
.....do.....	Hay, \$2 50	80 88	.....	80 88	
.....do.....	do.....	552 96	.....	552 96	
.....do.....	Oats, 6c; hay, \$6	848 14	.....	848 14	\$86 25 demurrage.
.....do.....	Oats, 6c; hay, 6 50.....	1,555 40	.....	1,555 40	
.....do.....	Oats, 7c; hay, 7.....	984 92	.....	984 92	146 81 demurrage.
.....do.....	do.....	1,054 80	.....	1,054 80	32 83 demurrage.
.....do.....	Hay, \$8	791 94	.....	791 94	207 14 demurrage.
.....do.....	Hay and straw, \$4 50	907 54	.....	907 54	610 20 demurrage.
.....do.....	Hay, \$7	804 62	.....	804 62	
.....do.....	do.....	450 82	.....	450 82	
.....do.....	Corn, 8c; oats, 7c.....	1,390 77	.....	1,390 77	
.....do.....	Hay, \$8	900 75	.....	900 75	196 00 demurrage.
.....do.....	Oats, 6½c; hay, \$6 50.....	713 18	.....	713 18	113 17 demurrage.
.....do.....	Hay, \$7	1,480 61	.....	1,480 61	468 44 demurrage.
.....do.....	Oats, 6c; hay, \$6	1,424 77	.....	1,433 68	372 09 demurrage; \$8 91 deduct'n.
.....do.....	Hay, \$8	1,952 28	.....	1,952 28	674 50 demurrage.
.....do.....	Oats, 7c; hay, \$7.....	422 17	.....	422 17	
.....do.....	Oats, 7c; straw, \$7.....	1,497 42	.....	1,497 42	
.....do.....	Hay and straw, \$7.....	256 13	.....	256 13	
.....do.....	Oats, 7c; hay, \$7.....	1,873 92	.....	1,873 92	
.....do.....	Oats, 7c; hay and straw, \$7	1,251 11	.....	1,262 73	11 62 deduction.
.....do.....	Corn, 8c; oats, 7c.....	1,274 43	.....	1,274 43	
.....do.....	Oats, 7c; hay and straw, \$7	1,561 76	.....	1,561 76	140 07 demurrage.
.....do.....	Hay and straw, \$8.....	1,091 79	.....	1,091 79	374 09 demurrage.
.....do.....	Hay and straw, \$12.....	715 51	.....	715 51	
.....do.....	Oats, 7c; hay, \$7.....	1,564 00	.....	1,564 00	37 60 demurrage.
.....do.....	Hay, \$7; straw, \$9	2,790 06	.....	2,790 06	
.....do.....	Oats, 7c; hay and straw, \$7	1,197 20	.....	1,197 20	
.....do.....	Hay, \$8	505 54	.....	505 54	60 84 demurrage.
.....do.....	do.....	12 00	.....	12 00	Towage.
.....do.....	Oats, 7c; hay, \$7	1,897 07	.....	1,897 07	\$177 73 demurrage.
.....do.....	Oats, 7c; hay, \$7	976 42	.....	976 42	55 87 demurrage.
.....do.....	Oats, 7c; hay, \$7	1,129 75	.....	1,129 75	
.....do.....	Corn, 8c; oats, 7c; hay, \$7	2,139 32	.....	2,139 32	
.....do.....	Hay, \$6	866 28	.....	866 28	177 80 demurrage.
.....do.....	Hay and straw, \$4 50	668 14	.....	668 14	409 11 demurrage.
.....do.....	Corn, 7½c; oats, 6½c; hay and straw, \$6 50.....	730 64	.....	1,081 54	81 25 demurrage; \$350 90 deduc- tion.
.....do.....	do.....	497 00	.....	497 00	By cargo.
.....do.....	do.....	302 00	.....	302 00	6 car loads.
.....do.....	do.....	10 00	.....	10 00	Towing.

No. 56.—Statement of vessels chartered, impressed, or employed

Name of officer.	Name of vessel.	Class.	Tons and 95ths.	Date of entry into service.	When char- tered, im- pressed or employed.	By whom put into service.
Col. S. L. Brown— Continued.	Brutus	Tug		Unknown	Unknown	H. Claggett
	do	Barge		do	do	G. Wilder
	do	do		do	do	J. H. Polhamus
	Monmouth	Schooner	144	do	do	J. B. Gager
	Wm. Capes	do	198	do	do	E. W. Speyer
	do	Tug		Sept. 29, 1864	Sept. 29, 1864	L. S. Davis
	do	do		Sept. 29, 1864	Sept. 29, 1864	A. B. Valentine
	do	do		Sept. 29, 1864	Sept. 29, 1864	George Wilder
	do	do		Sept. 29, 1864	Sept. 29, 1864	Walker S. Johnson
	do	do		Sept. 29, 1864	Sept. 29, 1864	Charles E. Jayne
	Bensicor	Barge		Unknown	Unknown	R. W. Cash
	Canadian	do		do	do	do
	Bank	do		do	do	do
	Brooklyn	do		do	do	do
	Mary Ann	Sloop		do	do	do
	Burrongs & L.	Barge		do	do	C. E. Seymour
	H. Vanderipe.	do		do	do	McFadden & Thomp- son.
	Stella	do		do	do	Allendorf & Dunn
	Berkshire	do		do	do	do
	Elvira	Schooner	151. 85	do	do	Kilham & Loud
	do	Barge		do	do	Wm. M. Faril
	John Forsyth	Schooner		do	do	J. H. Birdsall
	Crisis	do	Unk'n	do	do	W. B. Rose
	Harriet	Brig	do	do	do	Kilham & Loud
	Adriatic	Canal-boat	do	do	do	S. Hammond
	J. C. Black	do	do	do	do	Marshal Strong
	Wm. A. Larally	do	do	do	do	D. Gooley
	Ocean	do	do	do	do	Simeon Bly
	Charley E.	do	do	do	do	T. McFarland
	Trader	do	do	do	do	E. R. Eaton
	Major Patterson	do	do	do	do	George M. Sanders
	Active	do	do	do	do	Norman Plaisted
	Peter Flury	do	do	do	do	H. J. Hinckley
	Pilot	do	do	do	do	E. Dodd
	Une	do	do	do	do	Daniel Draper
	Challenge	do	do	do	do	T. McFarland
	do	do	do	do	do	J. W. Harcourt
	do	Tug	do	do	do	J. McCarroll
	do	do	do	do	do	F. Stebbins
	do	do	do	do	do	A. J. Wolfe
	do	do	do	do	do	M. B. Beardsley
	Dirigo	Schooner	do	do	do	Van Brunt & Slaght
	Only Daughter	do	do	do	do	Foreman & Matthews
	do	Tug	do	Oct. 1, 1864	Oct. 1, 1864	R. A. Secor
	do	do	do	Oct. 1, 1864	Oct. 1, 1864	M. T. Nelson
	do	do	do	Oct. 1, 1864	Oct. 1, 1864	J. G. Nelson
	J. B. Spafford	Schooner	149	Unknown	Unknown	C. H. Spafford
	Charles Dennis	do		do	do	Lewis S. Davis
	William Hone	do		do	do	A. C. Havens
	Henry Brown	do		do	do	do
	N. W. Smith	do	315	do	do	Lewis S. Davis
	S. T. Baker	do	275	do	do	Abel Abbott
	Berger	do	227	do	do	do
	J. A. Parsons	do		do	do	Van Brunt & Slaght
	John Warren	do	172	do	do	do
	Moonlight	do	260. 39	do	do	do
	M. C. Town	do		do	do	Berj. T. Petty
	do	Canal-boat		do	do	Jennison & Sprague
	Anna Turner	Schooner		do	do	Hanes, Hallock & Co.
	Mountain Home	do		do	do	T. B. Chase & Co.
	S. M. Derrick	Barge		do	do	S. Matthews & Co.
	Rudolph	do		do	do	Jason Collins & Co.
	F. Delario	do		do	do	M. F. James
	do	Tug		Oct. 8, 1864	Oct. 8, 1864	John P. Voohries
	W. H. Plank	Barge		Unknown	Unknown	Colyer & Folger
	Michigan	do		do	do	McFadden & Thomps'n
	Durman	do		do	do	do
	O. V. Brainard	Canal-boats		do	do	G. Early
	Detroit	do		do	do	H. W. Bettes
	do	Tug		do	do	Dow, Gray & Co.
	J. W. Freeman	Canal-boats		do	do	Stark & Ladd
	Erie	Barge		do	do	John S. Williams
	do	Tug	Unk'n	do	do	George Stranahan
	do	do	do	do	do	P. H. Denny

by the Quartermaster's department, &c.—Continued.

Where charter money is payable.	Rate of pay. (Hay, per ton; corn and oats, per bushel.)	Amount paid.	Amount unpaid.	Total earnings.	Remarks.
New York.		\$8 00		\$8 00	Towing.
do.	Oats, 2c	152 55		152 55	
do.	do	251 90		251 90	
do.	Hay, \$6 50	366 67		366 67	\$132 75 demurrage.
do.	Hay, 8	915 09		915 09	126 84 demurrage.
do.		27 00		27 00	Towing.
do.		10 00		10 00	Do.
do.		10 00		10 00	Do.
do.		12 50		12 50	Do.
do.		8 00		8 00	Do.
do.	Oats, 5 3-5c	362 88		362 88	
do.	do	561 54		561 54	
do.	Oats, 5c	331 55		331 55	
do.	do	254 91		254 91	
do.	Oats, 3c				
do.		102 08		1,639 77	\$1,537 69 deduction.
do.	Hay, \$5	38 77		917 98	879 21 deduction.
do.	Oats, 2c; hay, \$2 50	456 73		456 73	
do.	Hay, \$2 50	231 84		231 84	
do.	Hay, \$10; hay, \$5	668 45		668 45	233 30 demurrage.
do.	Oats, 2½c; hay, \$2 50	209 70		215 10	15 00 towage; \$5 40 deduction.
do.	Hay, \$8 50	938 16		738 16	
do.	Hay, 9 50	773 00		773 00	
do.	Hay, 7	648 79		648 79	
do.	Hay, 6	157 30		157 30	
do.	Hay, 4	89 62		89 62	
do.	Hay, 6	168 20		168 20	
do.	Hay, 4	84 30		84 30	
do.	Hay, 6	170 95		170 95	
do.	Hay, 6	162 84		162 84	
do.	Hay, 3 50	329 78		329 78	
do.	Hay, 3 64	138 78		138 78	
do.	Hay, 6	103 34		103 34	
do.	Hay, 6	193 48		193 48	
do.	Hay, 4	46 86		46 86	
do.	Hay, 6	168 02		168 02	
do.		22 78		22 78	20 bale bags, 1 do. twine.
do.		6 00		6 00	
do.		3 00		3 00	
do.		9 00		9 00	
do.		6 00		6 00	
do.	Oats, 6c; hay, \$6	2,184 24		2,241 25	\$602 03 demurrage; \$57 01 deduct'n.
do.		70 00		70 00	
do.		8 00		8 00	Towing.
do.		8 00		8 00	Do.
do.		35 00		35 00	Do.
do.	Hay, \$8	623 25		623 25	\$73 72 demurrage.
do.	Oats, 8c	1,777 74		1,777 74	
do.	Hay, \$7	259 02		259 02	
do.	Hay, 6	208 20		208 20	
do.	Oats, 16c; hay, \$26	8,141 90		8,141 90	168 40 primage; \$4,605 23 demurr'e.
do.	Oats, 6½c; hay, \$6 50	1,403 69		1,403 69	71 61 demurrage.
do.	Oats, 7c; hay, \$7	1,308 61		1,308 61	143 05 demurrage.
do.	Oats, 8c; hay, \$7	1,269 07		1,269 07	
do.	do	1,135 15		1,135 15	152 29 demurrage.
do.	Corn, 8c; oats, 7c; hay and straw, \$7.	2,074 93		2,074 93	588 61 demurrage.
do.	Oats, 7c; hay, \$7	1,050 04		1,050 04	
do.	Oats, 10c	2,185 35		2,200 15	972 00 back charges; \$15 towage.
do.	Hay, \$8 50	542 44		512 44	480 deduction.
do.	Corn, 8c; oats, 7c	181 69		181 69	811 20 back charges.
do.	Oats, 10c	1,831 65		1,839 30	15 00 towage; \$7 65 deduction.
do.	do	2,248 24		2,342 29	Back charges, \$1,092 74; towage, \$15; deductions, \$94 05.
do.	do	2,075 84		2,087 09	Back charges, \$952 64; towage, \$22; deduction, \$11 25.
do.		8 38		8 38	Towage.
do.	Oats, 10c	1,638 70		1,699 00	Back charges, \$744; towage, \$25; deduction, \$60 30.
do.	Oats, 3c; hay, \$3	241 95		241 95	
do.	Oats, 3c	237 78		237 78	
do.	Hay, \$4	262 69		262 69	
do.	Hay and straw, \$4	486 10		488 97	\$2 87 deduction.
do.		10 00		10 00	Towing.
do.		587 00		587 00	Towing, 17; back charges, \$330.
do.	Hay, \$2 50	482 08		482 08	
do.		12 00		12 00	Towage.
do.		20 00		20 00	Do.

No. 56.—*Statement of vessels chartered, impressed, or employed*

Name of officer.	Name of vessel.	Class.	Tons and 95ths.	Date of entry into service.	When char- tered, im- pressed, or employed.	By whom put into service.
Col. S. L. Brown— Continued.	.....	Tug.....	Unk'n..	Unknown..	Unknown..	G. L. Hammond.....
	.....	Barge.....	do.....	do.....	do.....	Colyer & Folger.....
	.....	do.....	do.....	do.....	do.....	D. R. Williams.....
	A. C. Page.....	Tug.....	do.....	Oct. 12, 1864	Oct. 12, 1864	Beckwith & Cassidy..
	.....	Barge.....	120.....	Unknown..	Unknown..	McFadden & Thomp- son.
	G. Twible.....	do.....	122.....	do.....	do.....	do.....
	Jay Bird.....	do.....	122.....	do.....	do.....	do.....
	D. Ritson.....	do.....	.....	do.....	do.....	do.....
	M. Bockert.....	do.....	.....	do.....	do.....	do.....
	Young James.....	do.....	.....	do.....	do.....	do.....
	Silver Creek.....	do.....	.....	do.....	do.....	do.....
	E. Kelter.....	do.....	.....	do.....	do.....	do.....
	A. Graves.....	do.....	.....	do.....	do.....	do.....
	Francis.....	do.....	223.....	do.....	do.....	do.....
	Burdette Hart.....	Schooner.....	.....	do.....	do.....	do.....
	John G. Ferris.....	do.....	.....	do.....	do.....	Van Brunt & Slaght..
	J. M. Baylis.....	do.....	185.....	do.....	do.....	do.....
	Ann S. Brown.....	do.....	223.....	do.....	do.....	Geo. N. Stranahan.....
	Exertion.....	Schooner.....	286.....	do.....	do.....	John B. Spafford.....
	Barnard.....	do.....	240.....	do.....	do.....	David Walling.....
	Open Sea.....	Brig.....	196.....	do.....	do.....	Kilham & Loud.....
	J. T. Williams.....	Schooner.....	Unk'n..	do.....	do.....	N. L. McCready & Co..
	John Lenthall.....	do.....	do.....	do.....	do.....	do.....
	Elta.....	do.....	227.....	do.....	do.....	do.....
	.....	Barge.....	.....	do.....	do.....	John L. Williams.....
	Olida.....	do.....	.....	do.....	do.....	Edward Grant.....
	Atlas.....	do.....	.....	do.....	do.....	J. K. Van Dusen.....
	Ann.....	Tug.....	.....	Oct. 13, 1864	Oct. 13, 1864	G. L. Hammond.....
	United Bros.....	Schooner.....	199.....	Unknown..	Unknown..	Isaac D. Balch.....
	David Sharrett.....	do.....	131.....	do.....	do.....	Van Brunt & Slaght..
	A. T. Williams.....	Canal-boat.....	.....	do.....	do.....	Wm. Henry.....
	.....	.....	.....	do.....	do.....	Jennison & Sprague..
	J. Huntley.....	do.....	.....	do.....	do.....	Colyer & Folger.....
	W. H. Bennett.....	do.....	.....	do.....	do.....	do.....
	.....	Barge.....	.....	do.....	do.....	J. K. Van Dusen.....
	J. R. Baldwin.....	Tug.....	.....	Oct. 14, 1864	Oct. 14, 1864	Wm. F. Carey.....
	.....	do.....	.....	Oct. 14, 1864	Oct. 14, 1864	James Duaham.....
	.....	do.....	.....	Oct. 15, 1864	Oct. 15, 1864	L. S. Davis.....
	.....	do.....	.....	Oct. 15, 1864	Oct. 15, 1864	Benj. T. Petty.....
	.....	do.....	.....	Oct. 15, 1864	Oct. 15, 1864	Thomas L. Law.....
	.....	do.....	.....	Oct. 15, 1864	Oct. 15, 1864	A. J. Wolfe.....
	.....	do.....	.....	Oct. 15, 1864	Oct. 15, 1864	Phil. P. Stal.....
	Trader.....	Canal-boat.....	.....	Unknown..	Unknown..	E. R. Eaton.....
	Yacht.....	do.....	.....	do.....	do.....	Wm. Taylor.....
	J. H. Mathews.....	do.....	.....	do.....	do.....	Wm. Bornt.....
	Levi Leonard.....	do.....	.....	do.....	do.....	E. Dunning.....
	C. Warner.....	do.....	.....	do.....	do.....	R. Sewell.....
	Voorhis.....	do.....	.....	do.....	do.....	James Plant.....
	Portland S. P. Co.....	do.....	Unk'n..	do.....	do.....	Wm. Weeks, agent..
	Orville Gunn.....	do.....	do.....	do.....	do.....	P. Van Antwerp.....
	B. Noble.....	do.....	do.....	do.....	do.....	W. R. Tefft.....
	Rutten.....	do.....	do.....	do.....	do.....	Colyer & Folger.....
	Simon Haws.....	do.....	do.....	do.....	do.....	do.....
	Carlton Jayne.....	Schooner.....	228.....	do.....	do.....	G. N. Stranahan.....
	Willow Harp.....	do.....	.....	do.....	do.....	Van Brunt & Slaght..
	D. S. Williams.....	do.....	393.....	do.....	do.....	do.....
	Sarah L.....	do.....	.....	do.....	do.....	do.....
	Margarette.....	do.....	164.....	do.....	do.....	H. P. & H. H. Thomp- son.
	J. H. Hoyt.....	do.....	.....	do.....	do.....	A. C. Lyon.....
	Wm. Crawford.....	do.....	.....	do.....	do.....	T. H. Armstrong.....
	Joseph Loud.....	do.....	.....	do.....	do.....	Nesmith & Son.....
	W. R. Bebee.....	do.....	.....	do.....	do.....	A. Crawford.....
	Maria Pickup.....	do.....	250.....	do.....	do.....	Casper Bogert.....
	.....	Tug.....	.....	Oct. 17, 1864	Oct. 17, 1864	Wm. H. Pascal.....
	.....	do.....	.....	Oct. 17, 1864	Oct. 17, 1864	H. Claggett.....
	.....	do.....	.....	Oct. 17, 1864	Oct. 17, 1864	G. L. Hammond.....
	Alice Lee.....	Brig.....	281.....	Unknown..	Unknown..	N. L. McCready & Co..
	Bank.....	Canal-boat.....	.....	do.....	do.....	H. C. Gourlie.....
	Judge Jones.....	do.....	.....	do.....	do.....	Robert Moore.....

by the Quartermaster's department, &c.—Continued.

Where char- ter money is payable.	Rate of pay. (Hay, per ton; corn and oats, per bushel.)	Amount paid.	Amount unpaid.	Total earnings.	Remarks.
New York.		\$5 00		\$5 00	Towage.
do.	Oats, 10½c.	2,365 45		2,466 25	\$15 towage; \$10 60 back charges; \$100 80 deduction.
do.	Oats, 10c.	1,600 66		1,650 66	\$50 deduction; \$15 towage; \$726 96 back charges.
do.		16 00		16 00	Towage.
do.	Hay, \$5.	754 53		754 53	\$419 37 demurrage.
do.	Hay, \$5.	331 24		331 24	74 34 demurrage.
do.	Hay, \$5.	699 22		699 22	397 77 demurrage.
do.	Oats, 2½c; hay, \$3.	206 67		206 67	
do.	Hay and straw, \$3.	200 92		200 92	
do.	Oats, 3c; hay, \$3 50.	308 93		308 93	
do.	Hay and straw, \$3 25.	230 33		230 33	
do.	Hay and straw, \$3 25.	215 34		215 34	
do.	Hay, \$3 25.	206 23		206 23	
do.	Oats, 8c.	967 80		967 80	6 38 demurrage.
do.	Oats, 7c.	1,626 00		1,626 00	
do.	Oats, 7c; hay, \$7.	323 88		323 88	
do.	Corn, 8c; oats, 7c; hay, \$7 50.	926 51		926 51	66 00 demurrage.
do.	Oats, 6c; hay, \$6.	1,225 05		1,299 48	198 57 demurrage; \$74 43 deduct'n.
do.	Oats, 7c; hay, \$7.	1,704 69		1,776 67	71 98 deduct'n; \$110 95 demurrage.
do.	Oats, 7c; hay, \$7.	1,525 58		1,525 58	331 25 demurrage.
do.	Oats, 6c; hay, \$10.	744 80		744 80	129 98 demurrage.
do.	Corn, 8c; oats, 7c; hay, \$7	1,714 93		1,714 93	
do.	Hay, \$6.	261 08		261 08	
do.	Oats, 8c; hay, \$12.	2,125 14		2,125 14	670 24 demurrage.
do.	Hay and straw, \$2 50.	637 93		637 93	
do.	Oats, 10½c.	228 25		230 25	15 00 towage; \$2 deduction.
do.	Oats, 3c; hay, \$2 50.	630 31		630 31	
do.		18 00		18 00	Towage.
do.	Hay, \$7.	1,048 60		1,048 60	\$77 73 demurrage.
do.	Corn, 8c; Oats, 7c; hay, \$7	794 61		794 61	22 91 demurrage.
do.	Oats, 7c; hay, \$7.	413 86		413 86	
do.	Oats, 10c.	1,546 31		1,663 75	\$726 72 back charges; \$15 towage; \$13 63 demur'ge; \$117 44 deduct'n.
do.	Oats, 10½c.	2,397 15		2,397 15	1,024 89 back charges; \$15 towage.
do.	Oats, 10c.	2,046 45		2,046 45	15 00 towage; \$771 45 b'k cha's.
do.	Hay and straw, \$2 50.	408 96		408 96	
do.		8 00		8 00	Towing.
do.		15 00		15 00	Do.
do.		48 00		48 00	Do.
do.		32 00		32 00	Do.
do.		15 00		15 00	Do.
do.		9 00		9 00	Do.
do.		3 00		3 00	Do.
do.	Hay, \$6 80.	197 14		197 14	
do.	Hay, \$4.	65 71		65 71	
do.	Hay, \$3 50.	98 38		98 38	
do.	Hay, \$4.	79 22		79 22	
do.	Hay, \$3 50.	40 60		40 60	
do.	Hay, \$3 50.	126 52		126 52	
do.		192 80		192 80	
do.	Hay, \$3 50.	58 02		58 02	
do.	Hay, \$6.	71 20		71 20	
do.	Oats, 11c.	2,460 85		2,485 00	\$10 40 back charges; \$15 towage; \$24 15 deduction.
do.	Oats 10½c.	2,193 07		2,268 27	\$1,015 33 back charges; \$15 towage; \$75 20 deduction.
do.	Corn, 8c; oats, 7c; hay, \$7	1,256 86		1,256 86	\$123 50 demurrage.
do.	Oats, 7c; hay, \$7.	1,027 02		1,027 02	
do.	Oats, 7c; hay & straw, \$7	3,415 24		3,415 24	295 77 demurrage.
do.	Oats, 7c; hay & straw, \$7	858 16		861 31	3 15 deduction.
do.	Hay, \$10.	868 93		868 93	143 07 demurrage.
do.	Hay and straw, \$8 50.	953 22		953 22	
do.	Corn, 8c; oats, 7c.	448 39		448 39	13 64 demurrage.
do.	Hay, \$7; hay, \$10.	692 27		692 27	
do.	Corn, 9c; oats, 8c.	2,324 19		2,324 19	
do.	Oats, 7c; hay, \$7.	1,146 70		1,146 70	6 25 demurrage.
do.		10 00		10 00	Towing.
do.		10 00		10 00	Do.
do.		7 00		7 00	Do.
do.	Corn, 8c; oats, 7½c.	1,810 00		1,810 00	\$269 28 demurrage.
do.	Hay, \$4.	117 43		117 43	
do.	Hay, \$4.	261 33		261 33	

No. 56.—*Statement of vessels chartered, impressed, or employed*

Name of officer.	Name of vessel.	Class,	Tons and 95ths.	Date of entry into service.	When char- tered, im- pressed, or employed.	By whom put into service.
Col. S. L. Brown— Continued.	E. B. Brooks	Canal-boat		Unknown . .	Unknown . .	D. R. Williams
	A. R. Conrad	do		do	do	Collier & Folger
	Ed. Jones	do		do	do	do
	E. W. Griffin	do		do	do	do
	C. S. Grant	do		do	do	do
	S. W. Jerome	do		do	do	do
	E. Bundy	do		do	do	Jennison & Sprague . .
	Walter Sands	do		do	do	J. K. Van Dusen
	W. C. Nelson	do		do	do	Joel L. Rose
		Tug		do	do	Chas. W. Ottewell
		Barge		do	do	C. H. Gage & Co.
		do		do	do	Thos. W. Griffin & Co . .
	John Austin	Canal-boat		do	do	A. K. Gray & Co
		do		do	do	Edward Grant
		do		do	do	Thomas Powers
		do		do	do	Jennison & Sprague . . .
	J. E. Fisher	do		do	do	do
	Lamartine	Schooner		do	do	Walter S. Johnson
	Mary Ann Carr . . .	Barge		do	do	McFadden & Thomp- son.
	Western Star	do		do	do	do
	Lone Star	do		do	do	do
	John Crockford . . .	Schooner		do	do	Geo. N. Stranahan
	J. I. Day	do		do	do	Enos Chandler
	Henry Finch	do		do	do	Van Brunt & Slaght . . .
	A. B. Terry	do	200	do	do	do
	C. D. Hallock	do	149. 68	do	do	do
	Ida A. Jayne	do		do	do	do
	J. Burley	do	201	do	do	do
	Henry Finch	do	279	do	do	do
	J. E. Pratt	do	232	do	do	do
		Tug		Oct. 21, 1864	Oct. 21, 1864	Edw. G. Burgess
	C. M. Wolfe	Canal-boat		Unknown . .	Unknown . .	Collier & Folger
	Dean Richmond . . .	do		do	do	do
	Mary Dawn	do		do	do	do
	E. J. Barnard	do		do	do	do
	Pennsylvania	do		do	do	do
	S. M. Hall	do		do	do	do
	A. L. Griffin	do		do	do	do
	W. S. Storms	do		do	do	do
	Julia	do		do	do	do
	Globe	Schooner		do	do	Bently, Smith & Co . . .
	Plow Boy	do		do	do	do
		Barge		do	do	M. P. McKean & Co . . .
	E. W. Griffin	Canal-boat		do	do	Thos. W. Griffin & Co . .
	Only Daughter . . .	Schooner	372	do	do	Van Brunt & Slaght . . .
		Tug		Oct. 21, 1864	Oct. 21, 1864	Richard Squires
		do		Oct. 21, 1864	Oct. 21, 1864	James Dunham
		do		Oct. 21, 1864	Oct. 21, 1864	Benj. T. Petty
	Monitor	Canal-boat		Unknown . .	Unknown . .	Collier & Folger
	D. G. Hewitt	do		do	do	do
	Wm. Porter	do		do	do	do
	E. N. Hill	do		do	do	do

by the Quartermaster's department, &c.—Continued.

Where char- ter money is payable.	Rate of pay.* (Hay, per ton; corn and oats, per bushel.)	Amount paid.	Amount unpaid.	Total earnings.	Remarks.
New York....	Oats, 10½c.....	\$1,759 39	.....	\$1,759 39	\$7 52 back charges; \$15 towage; \$539 for over delivery.
.....do.....	Oats, 11c.....	2,582 50	.....	2,582 50	\$1,056 back charges; \$43 56 demur- rage; \$27 towage; \$3 94 for over delivery.
.....do.....	Oats, 11½c.....	2,536 89	.....	2,606 75	\$1,060 back charges; \$23 towage; \$69 86 deduction.
.....do.....	Oats, 17c.....	1,295 31	.....	1,318 00	\$43 towage; \$22 69 deduction.
.....do.....	Oats, 17c.....	1,263 90	.....	1,301 40	\$37 50 deduction; \$23 towage.
.....do.....	Oats, 11½c.....	2,543 98	.....	2,550 00	\$10 40 back charges; \$15 towage; \$6 02 deduction.
.....do.....	Oats, 7½c.....	990 70	.....	1,049 63	\$58 93 deduction; \$15 towage.
.....do.....	Corn, 4½c; oats, 3c; hay, \$2 50.	739 79	.....	739 79	
.....do.....	Hay or straw, \$9.....	590 27	.....	590 27	
.....do.....	.....	35 00	.....	35 00	Towing.
.....do.....	Oats, 11½c.....	2,528 71	.....	2,568 96	\$1,027 96 back charges; \$23 towage; \$40 25 deduction.
.....do.....	Oats, 11½c.....	2,532 97	.....	2,554 96	\$21 99 deduction; \$22 07 demur- rage; \$1,046 40 back charges; \$15 towage.
.....do.....	Oats, 11c.....	2,312 20	.....	2,312 20	\$15 towage; \$830 over delivery; \$817 78 back charges; \$21 78 de- murrage.
.....do.....	Oats, 11c.....	2,558 80	.....	2,675 00	\$11 20 back charges; \$15 towage; \$116 20 deduction.
.....do.....	Oats, 3c; hay, \$2 50.....	581 25	.....	581 25	
.....do.....	Oats, 7½c.....	3,960 38	.....	4,004 99	\$2,958 49 back charges; \$39 towage; \$44 61 deduction.
.....do.....	Oats, 7½c.....	972 41	.....	1,022 50	\$50 09 deduction; \$15 towage.
.....do.....	Hay and straw, \$9.....	689 74	.....	689 74	
.....do.....	Hay and straw, \$3.....	240 25	.....	240 25	
.....do.....	Hay, \$3.....	169 20	.....	174 97	\$5 77 deduction.
.....do.....	Hay, \$3.....	200 55	.....	200 55	
.....do.....	Hay, \$9.....	707 42	.....	707 42	
.....do.....	Corn, 8c; oats, 7c; hay, \$7	897 30	.....	897 30	
.....do.....	Corn, 7½c; oats, 6½c; hay, \$6 50.	1,495 68	.....	1,495 68	
.....do.....	Corn, 8c; oats, 7c; hay, \$7	1,114 36	.....	1,114 36	\$175 00 demurrage.
.....do.....	Corn, 9c; oats, 8c.....	650 45	.....	650 45	34 30 demurrage.
.....do.....	Corn, 9c; oats, 8c.....	1,151 10	.....	1,151 10	
.....do.....	Corn, 8c; oats, 7c; hay, \$7	1,394 70	.....	1,394 70	223 64 demurrage.
.....do.....	Oats, 8½c; hay, \$7.....	2,166 62	.....	2,166 62	421 40 demurrage.
.....do.....	Oats, 7c; hay, \$7.....	1,451 05	.....	1,451 05	126 87 demurrage.
.....do.....	.....	209 00	.....	209 00	Towing.
.....do.....	Oats, 11½c.....	1,426 42	.....	1,555 66	\$15 towing; \$22 77 demurrage \$129 24 deduction.
.....do.....	Oats, 11c.....	1,969 83	.....	2,084 15	\$859 95 back charges; \$23 towing \$114 32 deduction.
.....do.....	Oats, 10½c.....	1,905 15	.....	1,908 75	\$808 back charges; \$15 towing; \$3 60 deduction.
.....do.....	Oats, 11½c.....	2,387 55	.....	2,579 41	\$1,052 07 back charges; \$15 tow- ing; \$191 86 deduction.
.....do.....	Oats, 11½c.....	1,449 85	.....	1,613 89	\$164 04 deduction; \$15 towing.
.....do.....	Corn, 17c.....	1,299 98	.....	1,312 57	\$15 towing; \$19 17 demurrage \$12 59 deduction.
.....do.....	Oats, 11½c.....	2,469 72	.....	2,575 58	\$105 86 deduction; \$1,049 42 back charges; \$15 towing.
.....do.....	Oats, 11½c.....	1,399 01	.....	1,493 11	\$22 towing; \$42 84 demurrage, \$94 10 deduction.
.....do.....	Oats, 11½c.....	1,434 24	.....	1,485 74	\$51 50 deduction; \$21 74 demur- rage; \$15 towing.
.....do.....	Hay, \$9.....	567 35	.....	574 25	\$6 90 deduction.
.....do.....	Corn, 8c; hay, \$8.....	1,354 27	.....	1,354 27	
.....do.....	Corn, 4½c; oats, 3c; hay, \$2 50.	853 94	.....	856 70	\$2 76 deduction.
.....do.....	Corn, 17c.....	1,057 18	.....	1,256 00	\$198 82 deduction; \$15 towing.
.....do.....	Corn, 8c; oats, 7c; hay, \$7	2,454 87	.....	2,454 87	151 12 demurrage.
.....do.....	.....	15 00	.....	15 00	Towing.
.....do.....	.....	10 00	.....	10 00	Do.
.....do.....	.....	4 00	.....	4 00	Do.
.....do.....	Oats, 11½c.....	2,573 77	.....	2,590 43	\$1,080 27 back charges; \$15 towing, \$16 66 deduction.
.....do.....	Oats, 11c.....	2,409 98	.....	2,431 00	\$21 02 deduction; \$23 towing.
.....do.....	Oats, 11½c.....	2,552 97	.....	2,572 43	\$10 40 back charges; \$15 towing; \$22 43 demurrage; \$19 46 ded'ct'n.
.....do.....	Corn, 17c.....	1,223 33	.....	1,256 00	\$32 67 deduction; \$15 towing.

No. 56.—Statement of vessels chartered, impressed, or employed

Name of officer.	Name of vessel.	Class.	Tons and 95ths.	Date of entry into service.	When char- tered, im- pressed, or employed.	By whom put into service.
Col. S. L. Brown— Continued.	Aldie	Canal-boat		Unknown	Unknown	Collier & Folger
	G. J. Wagner	do		do	do	do
	Thos. Jane	do		do	do	Jennison & Sprague
	W. W. Gardner	Tug		Oct. 22, 1864	Oct. 22, 1864	H. Claggett
	W. W. Gardner	Canal-boat		Unknown	Unknown	Jennison & Sprague
	.....	Tug		Oct. 22, 1864	Oct. 22, 1864	W. F. Casey
	.....	do		Oct. 22, 1864	Oct. 22, 1864	Chas. W. Ottiwell
	Rhode Island	Schooner	86	Unknown	Unknown	W. Curley
	J. G. Wright	do		do	do	John B. Spafford
	Isaac Hinckley	do	220	do	do	do
	Constitution	do	251	do	do	Lewis S. Davis
	John Rose	do		do	do	Abiel Abbott
	J. H. Seguire	do	267	do	do	Van Brunt & Slaght
	.....	Canal-boat		do	do	D. R. Williams
	Sherwood	Barge		do	do	J. K. Van Duzen
	.....	Tug		Oct. 24, 1864	Oct. 24, 1864	H. P. Farrington
	.....	do		Oct. 24, 1864	Oct. 24, 1864	G. L. Hammond
	Belle	Canal-boat		Unknown	Unknown	Collier & Folger
	M. W. Evans	do		do	do	do
	Jane Penfield	do		do	do	do
	.....	do		do	do	do
	D. Horton	do		do	do	do
	Edward Hazard	do		do	do	do
	J. Bizolair	do		do	do	do
	.....	do		do	do	Edw. Grant
	J. B. Cunningham	Schooner	148	do	do	W. H. Whyard
	J. A. Woodhouse	do	148	do	do	John W. E. Maxwell
	J. E. Willets	do	211	do	do	Van Brunt & Slaght
	Clara	Barge		do	do	J. Essex
	.....	Tug		Oct. 26, 1864	Oct. 26, 1864	B. T. Petty
	.....	do		Oct. 26, 1864	Oct. 26, 1864	Wm. A. Pascal
	.....	do		Oct. 26, 1864	Oct. 26, 1864	James Dunham
	H. A. Weeks	Schooner	200	Unknown	Unknown	Van Brunt & Slaght
	Fleetwing	Bark	518.43	do	do	do
	S. Applegate	Schooner		do	do	M. T. Runyon & Co
	Matron	Brig	197	do	do	Lewis S. Davis
	A. J. Derosset	Schooner		do	do	do
	W. A. Crocker	do		do	do	J. B. Spafford
	D. W. Vaughn	do		do	do	do
	Catharine	do		do	do	Thos. G. Benton
	Thos. E. French	do		do	do	Bently, Smith & Co
	.....	Canal-boat		do	do	W. P. McKean & Co
	H. McQuarters	do		do	do	Thos. W. Griffin & Co
	Gen. Burnside	do		do	do	Collier & Folger
	L. J. N. Stark	do		do	do	do
	J. D. Spencer	do		do	do	do
	G. L. Barrows	do		do	do	do
	Queen City	do		do	do	do
	W. B. Hoyt	do		do	do	do
	Lamereaux	do		do	do	do
	.....	do		do	do	D. R. Williams
	Rudolph	do		do	do	Jennison & Sprague
	Alex. Dief	do		do	do	do
	Wildman	do		do	do	do
	S. J. Warring	Schooner		do	do	Lewis S. Davis
	E. S. Downing	do		do	do	James M. Hohnes
	S. T. Baker	do	275	do	do	Abiel Abbott
	S. F. Farland	do		do	do	do
	.....	Tug		Oct. 27, 1864	Oct. 27, 1864	Wm. F. Corsey
	.....	do		Oct. 27, 1864	Oct. 27, 1864	Edw. G. Burgess

by the Quartermaster's department, &c.—Continued.

Where char- ter money is payable.	Rate of pay. (Hay, per ton; corn and oats, per bushel.)	Amount paid.	Amount unpaid.	Total earnings.	Remarks.
New York....	Oats, 11½c	\$2,337 42	.....	\$2,364 75	\$15 towing; \$964 back charges; \$27 33 deduction.
.....do.....	Corn, 17c	1,313 33	.....	1,341 00	\$27 67 deduction; \$15 towing.
.....do.....	Oats, 7½c	907 23	.....	944 53	\$15 towing; \$37 30 deduction.
.....do.....	.....	8 00	.....	8 00	Towing.
.....do.....	Oats, 7½c	3,791 88	.....	3,820 57	\$28 69 deduction; \$2,828 73 back charges; \$37 57 demurrage; \$15 towing.
.....do.....	.....	9 00	.....	9 00	Towing.
.....do.....	.....	25 00	.....	25 00	Do.
.....do.....	Hay, \$8 50	431 01	.....	431 01	\$25 97 demurrage.
.....do.....	Hay, \$8 50	913 95	.....	913 95	.....
.....do.....	Corn, 8c; oats, 7c; hay or straw, \$7.	1,628 30	.....	1,628 30	340 31 demurrage.
.....do.....	Corn, 9c; oats, 8c	1,637 35	.....	1,637 35	92 82 demurrage.
.....do.....	Corn, 9c; oats, 8c	1,042 47	.....	1,042 47	.....
.....do.....	Corn, 8c; oats, 7c; hay, \$7	1,562 24	.....	1,562 24	33 37 demurrage.
.....do.....	Oats, 10½c	970 82	.....	970 82	434 92 back charges; \$23 towing.
.....do.....	Hay, \$2 50	697 29	.....	697 29	.....
.....do.....	.....	12 00	.....	12 00	Towing.
.....do.....	.....	8 00	.....	8 00	Do.
.....do.....	Oats, 11½c	2,463 88	.....	2,494 09	\$948 67 back charges; \$21 towing; \$30 21 deduction.
.....do.....	Oats, 10½c	2,446 74	.....	2,499 38	\$52 64 deduction; \$15 towing; \$10 60 back charges.
.....do.....	Oats, 10½c	2,297 26	.....	2,313 88	\$968 63 back charges; \$23 towing; \$16 62 deduction.
.....do.....	Oats, 10½c	2,405 62	.....	2,405 62	\$1,019 99 back charges; \$15 towing.
.....do.....	Oats, 10½c	2,376 99	.....	2,541 91	\$1,074 72 back charges; \$23 towing; \$164 92 deduction.
.....do.....	Oats, 11½c	2,491 95	.....	2,514 52	\$22 57 deduction; \$42 92 demur- rage; \$1,017 60 back charges; \$23 towing.
.....do.....	Oats, 11c	2,489 29	.....	2,489 29	\$23 00 towing; \$42 79 demurrage; \$1,005 02 back charges.
.....do.....	Oats, 10½c	2,448 41	.....	2,487 64	\$23 00 towing; \$39 23 deduction.
.....do.....	Hay, \$8 50	722 46	.....	722 46	13 10 demurrage.
.....do.....	Oats, 7c; hay, \$7	1,108 71	.....	1,108 71	90 19 demurrage.
.....do.....	Corn, 8c; oats, 7c; hay, \$7	944 30	.....	944 30	27 53 demurrage.
.....do.....	.....	79 04	.....	539 46	460 42 deduction.
.....do.....	.....	15 00	.....	15 00	Towing.
.....do.....	.....	4 00	.....	4 00	Do.
.....do.....	.....	12 00	.....	12 00	Do.
.....do.....	Corn, 8c; oats, 7c; hay, \$7	1,081 08	.....	1,081 08	\$103 64 demurrage.
.....do.....	Corn, 8c; hay, \$12; st'w, \$16	5,122 04	.....	5,122 04	1,879 20 demurrage.
.....do.....	Hay and straw, \$9.	475 75	.....	475 75	.....
.....do.....	Oats, 7c; hay, \$7	1,549 08	.....	1,549 08	371 43 demurrage.
.....do.....	Oats, 8c	942 47	.....	942 47	.....
.....do.....	Corn, 8c; hay or st'w, \$7 75	1,406 74	.....	1,422 53	15 79 deduction.
.....do.....	Corn, 8c; oats, 7c; hay, \$7	1,436 32	.....	1,436 32	.....
.....do.....	Corn, 9c; oats, 8c	351 28	.....	351 28	.....
.....do.....	Hay, \$9	505 31	.....	522 76	17 45 deduction.
.....do.....	Corn, 4½c; oats, 3c; hay, \$2 50.	802 44	.....	802 44	.....
.....do.....	Corn, 10½c	1,945 76	.....	1,970 83	25 07 deduction.
.....do.....	Corn, 15½c	1,891 94	.....	1,895 00	\$712 50 back charges; \$20 towing; \$3 06 deduction.
.....do.....	Corn, 15c	1,907 44	.....	1,907 44	\$712 50 back charges; \$15 towing; \$17 44 demurrage.
.....do.....	Oats, 11c	2,048 56	.....	2,134 87	\$21 72 demurrage; \$86 31 deduct'n; \$640 back charges; \$25 towing.
.....do.....	Oats, 10½c	1,923 47	.....	1,980 75	\$57 28 deduction; \$837 b'k charges; \$15 towing.
.....do.....	Oats, 10½c	650 39	.....	650 39	\$15 towing; \$271 back charges.
.....do.....	Oats, 10½c	2,404 30	.....	2,404 30	\$1,007 93 back charges; \$15 towing.
.....do.....	Oats, 10½c	1,763 39	.....	1,809 50	\$15 towing; \$751 75 back charges; \$46 11 deduction.
.....do.....	Oats, 17c	884 77	.....	895 28	\$10 51 deduction; \$23 owing.
.....do.....	Oats, 8c	932 93	.....	1,043 00	\$15 00 towing; \$110 07 deduction.
.....do.....	Oats, 10½c	1,824 37	.....	1,824 37	772 00 back charges; \$15 towing.
.....do.....	Oats, 8c	1,127 00	.....	1,127 00	15 00 towing.
.....do.....	Oats, 9c; hay, \$15	2,311 71	.....	2,311 71	.....
.....do.....	Hay, \$15	575 37	.....	575 37	.....
.....do.....	Corn, 9c; oats, 8c	1,331 40	.....	1,331 40	37 24 demurrage.
.....do.....	Corn, 9c; oats, 8c	1,567 52	.....	1,572 92	155 46 demurrage; \$5 40 deduc- tion.
.....do.....	.....	8 00	.....	8 00	Towing.
.....do.....	.....	80 00	.....	80 00	Do.

No. 56.—Statement of vessels chartered, impressed, or employed

Name of officer.	Name of vessel.	Class.	Tons and 95ths.	Date of entry into service.	When char- tered, im- pressed, or employed.	By whom put into service.
Col. S. L. Brown— Continued.	.....	Tug.....	.....	Oct. 28, 1864	Oct. 28, 1864	C. M. Tompkins.....
	.....	do.....	.....	Oct. 28, 1864	Oct. 28, 1864	Thos. J. Faulkenburgh
	Empire State.....	Canal-boat	.....	Unknown..	Unknown..	R. E. Tyler.....
	J. M. Porter.....	do.....	.....	do.....	do.....	Jennison & Sprague..
	Olympus.....	do.....	.....	do.....	do.....	do.....
	Umbia.....	do.....	.....	do.....	do.....	do.....
	B. Tenney.....	do.....	.....	do.....	do.....	Collier & Folger.....
	L. Rhodes.....	do.....	.....	do.....	do.....	do.....
	.....	do.....	.....	do.....	do.....	Chas. H. Gage & Co..
	.....	do.....	.....	do.....	do.....	do.....
	D. B. Kershaw.....	do.....	.....	do.....	do.....	J. K. Van Duzen.....
	Atlas.....	Barge.....	.....	do.....	do.....	do.....
	.....	do.....	.....	do.....	do.....	Stark & Ladd.....
	C. L. Scull.....	Schooner.....	.....	do.....	do.....	Thos. G. Benton & Son
	Isle of Pines.....	do.....	.....	do.....	do.....	Haines, Hallock & Co
	B. F. Woolsey.....	do.....	178	do.....	do.....	Van Brunt & Slaght..
	Clara Ellen.....	do.....	.....	do.....	do.....	Killham & Loud.....
	Florence Rogers.....	do.....	340	do.....	do.....	Van Brunt & Slaght..
	Berchard & Torrey	Brig.....	178. 52	do.....	do.....	do.....
	Suwasset.....	Schooner.....	.....	do.....	do.....	A. Soper.....
	Ocean Herald.....	do.....	168	do.....	do.....	Metcalf & Duncan...
	John T. Way.....	do.....	.....	do.....	do.....	Woolsey & Ferry.....
	Village Queen.....	do.....	.....	do.....	do.....	Van Brunt & Slaght..
	Washington.....	Barge.....	.....	do.....	do.....	McFadden & Thomp- son.
	.....	Tug.....	.....	Oct. 29, 1864	Oct. 29, 1864	Runyon & Garretson.
	J. D. Hartson.....	Canal-boat	.....	Unknown..	Unknown..	Jennison & Sprague..
	J. Carley.....	do.....	.....	do.....	do.....	Edw. Grant.....
	G. Abbe.....	do.....	.....	do.....	do.....	do.....
	J. A. White.....	do.....	.....	do.....	do.....	A. R. Gray & Co....
	Queen.....	do.....	.....	do.....	do.....	R. E. Tyler.....
	.....	Tug.....	.....	Oct. 31, 1864	Oct. 31, 1864	R. A. Secor.....
	W. H. Saxe.....	Canal-boat	.....	Unknown..	Unknown..	Joseph Victor.....
	.....	do.....	.....	do.....	do.....	J. W. Harcourt.....
	.....	do.....	.....	do.....	do.....	James H. Smart.....
	Caroline.....	do.....	.....	do.....	do.....	John B. Jones.....
	Major Patterson.....	do.....	.....	do.....	do.....	Geo. M. Sanders.....
	Trader.....	do.....	.....	do.....	do.....	E. R. Eaton.....
	Wm. A. Lanally.....	do.....	.....	do.....	do.....	D. Gooley.....
	B. Noble.....	do.....	.....	do.....	do.....	W. R. Tefft.....
	Major Patterson.....	do.....	.....	do.....	do.....	Geo. M. Sanders.....
	Uno.....	do.....	.....	do.....	do.....	Dan Draper.....
	.....	Tug.....	.....	Oct. 31, 1864	Oct. 31, 1864	A. J. Wolfe.....
	Edwin Mead.....	Canal-boat	.....	Unknown..	Unknown..	Jacob H. Herrick & Co
	W. W. Arnold.....	do.....	.....	do.....	do.....	do.....
	Katie.....	do.....	.....	do.....	do.....	Brown & Cary.....
	Ellen.....	do.....	.....	do.....	do.....	Rich'd P. Buck & Co.
	.....	Tug.....	.....	Sep. 17, 1864	Oct. 1, 1864	Edw. G. Burgess.....
	C. R. Davis.....	Canal-boat	.....	Unknown..	Unknown..	Jacob H. Herrick & Co
	H. M. Arnette.....	do.....	.....	do.....	do.....	Van Buskirk, Rowe & Butler.
	.....	Tug.....	.....	Oct. 7, 1864	Oct. 14, 1864	Edw. G. Burgess.....
	.....	do.....	.....	Oct. 24, 1864	Oct. 24, 1864	Jane, Hoyt & Co.....
	Thos. Comes.....	Canal-boat	.....	Unknown..	Unknown..	Lane, Phillip & Lane.
	Wm. Farmer.....	do.....	.....	Oct. 9, 1864	Oct. 14, 1864	C. W. Requa & Co...
	H. J. Cobb.....	do.....	.....	Oct. 9, 1864	Oct. 11, 1864	Wm. Eaton.....
	Jane & Elizabeth.....	do.....	.....	Oct. 16, 1864	Oct. 19, 1864	A. Evertson.....
	Thos. Marshall.....	do.....	.....	Unknown..	Unknown..	Collier & Folger.....
	Arch Hiss.....	do.....	.....	do.....	do.....	do.....
	John Nice.....	do.....	.....	do.....	do.....	do.....
	Geo. Sandrock.....	do.....	.....	do.....	do.....	do.....
	Anaconda.....	do.....	.....	do.....	do.....	Jennison & Sprague..
	Belle Daniels.....	do.....	.....	do.....	do.....	Jas. H. Wilgus & Co.

by the Quartermaster's department, &c.—Continued.

Where charter money is payable.	Rate of pay. (Hay, per ton; corn and oats, per bushel.)	Amount paid.	Amount unpaid.	Total earnings.	Remarks.
New York.....		\$90 00		\$90 00	Towing.
do.....		6 00		6 00	Do.
do.....	Oats, 5½c	1,572 56		1,902 73	\$330 17 deduction.
do.....	Oats, 7½c	3,846 74		3,853 54	\$6 80 deduct'n; \$19 towing; \$2,873 54 back charges.
do.....	Oats, 8c	1,064 73		1,083 00	\$15 towing; \$18 27 deduction.
do.....	Oats, 7½c	3,689 09		3,715 34	\$26 25 deduct'n; \$15 towing; \$2,710 82 back charges.
do.....	Oats, 10½c	2,019 07		2,142 43	\$896 15 back charges; \$23 towage; \$123 36 deduction.
do.....	Corn, 15.....	1,842 44		1,852 50	\$10 06 deduction; \$15 towing; \$712 50 back charges.
do.....	Corn, 15.....	1,610 15		1,619 75	\$15 towing; \$622 25 back charges; \$9 60 deduction.
do.....	Oats, 10½c	1,880 23		1,891 50	\$11 27 deduction; \$15 towing; \$781 87 back charges.
do.....	Hay, \$2 50	323 03		323 03	
do.....	Hay, \$2 50	405 09		405 09	
do.....		702 00		702 00	\$423 50 back charges; \$18 towing.
do.....	Corn, 9c; oats, 8c	344 34		344 34	
do.....	Hay, \$8 50	987 25		987 25	
do.....	Corn, 8c; oats, 7c, hay, \$7	1,131 60		1,131 60	\$154 82 demurrage.
do.....	Oats, 6c; hay, \$7	741 77		741 77	
do.....	Corn, 9c; oats, 8c	2,782 97		2,782 97	444 47 demurrage.
do.....	Oats, 6c; hay, \$6	745 15		745 15	22 32 demurrage.
do.....	Hay and straw, \$9	733 46		739 63	6 17 deduction.
do.....	Hay, \$8	792 17		792 17	29 75 demurrage.
do.....	Hay and straw, \$8 50	998 05		998 05	
do.....	Hay and straw, 9 00	326 53		333 81	7 28 deduction.
do.....	Hay and straw, 3 25	330 08		330 08	
do.....		18 00		18 00	Towing.
do.....	Oats, 7½c	4,286 24		4,295 59	\$3,226 59 back charges; \$15 towing; \$9 35 deduction.
do.....	Oats, 10½c	2,512 07		2,512 07	\$1,046 75 back charges; \$21 43 demurrage; \$15 towing.
do.....	Oats, 10½c	2,337 18		2,343 31	\$15 towing; \$993 41 back charges; \$6 13 deduction.
do.....	Oats, 15c	1,769 69		1,876 11	\$106 42 deduction; \$15 towage; \$736 11 back charges.
do.....	Oats, 5½c	1,251 35		1,437 50	\$186 15 deduction.
do.....		17 00		17 00	Towing.
do.....	Hay, \$6	121 20		121 20	
do.....		90 58		90 58	
do.....	Hay, \$3 50	107 17		107 17	
do.....	Hay, \$3 50	115 95		115 95	
do.....	Hay, \$3 50	87 92		87 92	
do.....	Hay, \$6	190 67		190 67	
do.....	Hay, \$6	182 97		182 97	
do.....	Hay, \$6	177 99		177 99	
do.....	Hay, \$3 50	89 58		89 58	
do.....	Hay, \$4	30 83		30 83	
do.....		18 00		18 00	Towing.
do.....		30 00		30 00	Demurrage.
do.....		21 00		21 00	Do.
do.....		72 00		72 00	Do.
do.....		44 70		44 70	Do.
do.....		124 00		124 00	Towing.
do.....		21 45		21 45	Demurrage.
do.....		70 20		70 20	Do.
do.....		80 00		80 00	Towing.
do.....		18 00		18 00	Do.
do.....		34 81		34 81	Demurrage.
do.....		59 80		59 80	Do.
do.....		27 73		27 73	Do.
do.....		30 09		30 09	Do.
do.....	Oats, 10½c	2,315 20		2,349 38	Back charges, \$996; towage, \$15; deduction, \$34 18.
do.....	Corn, 15c	1,791 18		1,795 46	Back charges, \$722 46; towage, \$23; deduction, \$4 28.
do.....	Oats, 10½c	2,322 37		2,405 63	Back charges, \$12; towage, \$15; deduction, \$83 26.
do.....	Oats, 10½c	2,405 85		2,405 85	Back charges, \$824; towage, \$15.
do.....	Oats, 10½c	1,906 05		1,920 50	Back charges, \$824; towage, \$15; deduction, \$14 45.
do.....	Oats, 10½c	2,275 36		2,383 31	Back charges, \$1,002 31; towage, \$23; deduction, \$107 95.

No. 56.—*Statement of vessels chartered, impressed, or employed*

Name of officer.	Name of vessel.	Class.	Tons and 95ths.	Date of entry into service.	When char- tered, im- pressed, or employed.	By whom put into service.
Col. S. L. Brown— Continued.	W. W. Allen....	Canal-boat		Unknown..	Unknown..	S. Mathews & Co....
	.....	Tug		Nov. 11, 1864	Nov. 11, 1864	A. C. Lyons
	.....	do		Nov. 14, 1864	Nov. 14, 1864	Casper Bogert
	Mary Louisa....	Canal-boat		Unknown..	Unknown..	A. R. Gray & Co....
	Mary H. Case....	do		do	do	do
	A. Colvin	do		do	do	do
	W. S. Clark.....	do		do	do	Jennison & Sprague
	Vicksburg.....	do		do	do	do
	W. O. Brown....	do		do	do	Edw. Grant
	.....	Tug		do	do	Edw. G. Burgess
	.....	do		do	do	Jas. Dunham
	E. Corning.....	Barge		do	do	John S. Williams
	Lady Washington	Canal-boat		do	do	D. R. Williams
	J. C. Reed.....	do		do	do	Collier & Folger
	M. Sheets	do		do	do	do
	J. J. Taylor.....	do		do	do	do
	J. P. Penfield ..	do		do	do	do
	Charles Hyde....	do		do	do	do
	.....	do		do	do	Thos. W. Griffin....
	Arctic.....	do		do	do	Collier & Folger
	W. Vandercook..	do		do	do	W. M. Rice & Co....
	A. F. Johnson....	do		do	do	Collier & Folger
	Jane & Elizabeth.	do		do	do	do
	Gen'l Armstrong.	Schooner...	248	do	do	W. A. Wright
	Geo. W. Hoyt....	do	180	do	do	Wright Predmon....
	Joseph Marsh....	do	159	do	do	Edwin A. Kirk
	Union Flag.....	Canal-boat		do	do	Collier & Folger
	J. Williams.....	do		do	do	do
	H. P. Simmons....	do		do	do	Van Brunt & Slaght..
	Palestine	Schooner...	211	do	do	do
	J. N. Webster....	do	396	do	do	do
	Buena Vista....	do		do	do	do
	A. E. Burrows ..	do		do	do	do
	Maryland	do		do	do	P. Burr Burnham....
	D. A. Barry.....	do	243	do	do	John P. Voorhies....
	Sarah Mills.....	do	216	do	do	J. B. Hayn
	Smithsonian ..	do	390	do	do	L. S. Davis
	John Taylor.....	Propeller ..		do	do	Benj. Akins
	.....	do		do	do	Geo. Strannahan....
	M. C. Dufer.....	Schooner...	262	do	do	Geo. A. Strannahan..
	D. W. Lander....	do	159	do	do	Lucus L. Davis
	John B. Spafford.	do		do	do	John B. Spafford....
	Rio Grande.....	do	107	do	do	Geo. N. Shaffer
	Onrust	do	292	do	do	Van Brunt & Slaght
	Mary L. Compton	do		do	do	do
	John Forsyth....	do	248	do	do	J. H. Birdsall
	O. H. Booth.....	do	339	do	do	Wm. Peterson
	Jane Smith.....	do	250	do	do	Geo. A. Strannahan..
	H. W. Morse.....	do	149	do	do	do
	Mary Louisa....	do	497	do	do	Lewis S. Davis
	W. A. Ellis.....	do	255	do	do	do
	C. S. Watson.....	do	123	do	do	do
	S. B. Duo.....	do		do	do	Van Brunt & Slaght..
	E. A. Anderson..	do	188	do	do	Benj. F. Petty
	M. Van Name....	do		do	do	Moses Van Name....
	Thos. Karney....	Barge		do	do	Collier & Folger
	Union	Canal-boat		do	do	Jennison & Sprague..
	Walter Sands....	Barge		do	do	J. K. Van Duzen
	Sherwood	do		do	do	do
	Atlas	do		do	do	do
	Geo. Burnham....	Brig	394. 92	do	do	P. Burr Burnham
		Tug		do	do	H. P. Farrington
		do		do	do	Noah Smith

by the Quartermaster's department, &c.—Continued.

Where char- ter money is payable.	Rate of pay. (Hay, per ton; corn and oats, per bushel.)	Amount paid.	Amount unpaid.	Total earnings.	Remarks.
New York	Oats, 10½c	\$1,985 46		\$1,985 46	Back charges, \$836 37; towage, \$15.
do.		20 00		20 00	Towage.
do.		10 00		10 00	Towing.
do.	Oats, 10½c	2,510 09		2,531 87	Back charges, \$1,073 75; towing, \$23; deduction, \$21 78.
do.	Oats, 10½c	1,623 19		1,656 63	Back charges, \$623 39; deduction, \$33 44; towage, \$15.
do.	Corn, 15c	1,607 50		1,607 50	Back charges, \$617 50; towing, \$15.
do.	Corn, 16½c	1,932 96		1,950 00	Back charges, \$705 75; towage, \$15; deduction, \$17 04.
do.	Oats, 7½c	3,454 25		3,537 95	Back charges, \$2,689 37; towing, \$15; deduction, \$83 70.
do.	Oats, 10½c	2,238 47		2,275 99	Back charges, \$960 56; demurrage, \$9 68; towage, \$15; deduct'n, \$37 52.
do.		78 00		78 00	Towing.
do.		6 00		6 00	Do.
do.	Oats, 3c; hay, \$2 50	89 32		98 89	Deductions, \$9 57.
do.	Oats, 10c	2,028 91		2,055 01	Towing, \$15; back charges, \$872 47; deduction, \$26 10.
do.		2,289 59		2,380 41	Deduction, \$90 82; towing, \$15; back charges, \$1,007 37.
do.	Oats, 10½c	2,438 83		2,549 50	Back charges, \$1,061 75; towing, \$15; deduction, \$110 67.
do.	Oats, 11½c	2,146 31		2,146 31	Back charges, \$888 05; towing, \$15.
do.	Oats, 7½c	3,683 42		3,691 94	Towing, \$15; back charges, \$2,591 84; deduction, \$8 52.
do.	Oats, 7½c	2,268 11		2,386 25	Deduction, \$118 14; towing, \$15; back charges \$948 50.
do.	Corn, 15c	1,764 30		1,803 50	Back charges, \$693 50; towing, \$15; deduction, \$39 20.
do.	Oats, 10½c	2,491 03		2,491 03	Towing, \$23; back charges, \$1,012 16.
do.	Corn, 15½c	1,663 76		1,690 00	Back charges, \$636 50; towing, \$15; deduction, \$26 24.
do.	Oats, 11c	2,274 48		2,304 94	Deduct'n, \$30 46; demurrage, \$18 36; towing, \$23; back chg's, \$1,038 71.
do.	Oats, 11c	2,175 62		2,322 71	Back charges, \$971 84; towing, \$15; deduction, \$147 09.
do.		1,305 78		1,305 78	
do.	Hay, \$8 50	798 36		798 36	\$27 18 demurrage.
do.	Hay and straw, \$9	794 24		794 24	24 84 demurrage.
do.	Oats, 10½c	2,509 83		2,509 83	1,042 64 back charges; towing, \$21.
do.	Oats, 11c	2,618 39		2,618 39	23 00 towing; \$1,131 21 back chs.
do.	Corn, 8c; oats, 7c; hay, \$7	979 82		979 82	
do.	Corn, 8c; oats, 7c; hay, \$7	1,444 62		1,444 62	215 39 demurrage.
do.	Corn, 9c; oats, 8c	2,912 50		2,912 50	489 53 demurrage.
do.	Corn, 8c; oats, 7c; hay, \$7	1,218 30		1,218 30	
do.	Corn, 8c; oats, 7c; hay, \$7	1,046 75		1,046 75	
do.	Hay, \$8; hay, \$11	570 75		570 75	
do.	Corn, 8c; oats, 7c; hay, \$7	1,801 66		1,801 66	301 00 demurrage.
do.	Corn, 8c; oats, 7c; hay, \$7	1,009 17		1,009 17	114 75 demurrage.
do.	Oats, 16c; hay, \$26	9,756 90		9,756 90	210 03 primage; \$5,346 45 dem'ge.
do.		19 20		19 20	
do.		50 00		50 00	Towing.
do.	Corn, 8c; oats, 7c; hay, \$7	1,780 62		1,780 62	\$339 78 demurrage.
do.	Corn, 8c; hay or straw, \$7	1,016 08		1,016 08	196 27 demurrage.
do.	Corn, 8c; hay, \$7 50	648 63		648 63	
do.	Oats, 7c; hay, \$7 50	592 85		592 85	66 87 demurrage.
do.	Corn, 8c; oats, 7c; hay, \$7	1,888 17		1,888 17	484 79 demurrage.
do.	Hay, \$8 50	261 66		261 66	
do.	Hay, \$8 50	1,142 35		1,142 35	37 45 demurrage.
do.	Corn, 8c; oats, 7c; hay, \$7	1,985 10		1,985 10	185 30 demurrage.
do.	Corn, 8c; hay, \$7 50	1,264 10		1,264 10	139 32 demurrage.
do.	Corn, 8c; oats, 7c; hay, \$7	1,302 56		1,302 56	141 23 demurrage.
do.	Corn, 9c; oats, 8c	2,611 29		2,611 29	191 55 demurrage.
do.	Corn, 9c; oats, 8c	1,815 71		1,815 71	219 14 demurrage.
do.	Corn, 8c; oats, 7c; hay, \$7	665 91		665 91	21 14 demurrage.
do.	Corn, 9c; oats, 8c	1,013 41		1,013 41	
do.	Corn, 8c; oats, 7c; hay, \$7	1,297 58		1,297 58	195 18 demurrage.
do.	Oats, 7c; hay, \$7	1,635 50		1,635 50	
do.	Oats, 10½c	2,383 71		2,585 68	1,166 37 back charges; \$15 towing; 201 97 deduction.
do.	Oats, 11c	1,896 23		1,908 38	\$12 15 deduct'n; \$15 towing; \$804 back charges.
do.	Corn, 4½c; hay, \$12 50	735 73		735 73	
do.	Hay or straw, \$2 50	313 42		313 42	
do.	Hay, \$2 50	208 34		208 34	
do.		197 45		197 45	5 days' demurrage.
do.		20 00		20 00	Towing.
do.		12 00		12 00	Do.

No. 56.—*Statement of vessels chartered, impressed, or employed*

Name of officer.	Name of vessel.	Class.	Tons and 95ths.	Date of entry into service.	When char- tered, im- pressed, or employed.	By whom put into service.
Col. S. L. Brown— Continued.		Tug		Unknown	Unknown	Darlington, Albertson & Rose.
	Michigan	Canal-boat		do	do	McFadden & Thomp- son.
	Silver Creek	Barge		do	do	do
	E. Kelter	Canal-boat		do	do	do
	White	Barge		do	do	do
	S. C. Evans	Schooner	272	do	do	Isaac D. Welch
	O. V. Burns	do	160	do	do	S. H. Hopkins
	J. H. Youmans	do		do	do	Van Brunt & Slaght
	Walter Raleigh	do		do	do	Wm. D. Gallagher
	John Lockport	do		do	do	Geo. A. Stranahan
	J. Burdsall	do	210	do	do	E. Hazleton
	Harris, Hallock & Co.	do	94	do	do	S. P. Hallock
	Chicago	Barge		do	do	Wm. C. McKean & Co.
		Tug		do	do	Edwin G. Burgess
	S. E. Tilton	Barge		do	do	Jas. H. Wilgus & Co.
	Wm. Henry	Schooner		do	do	Van Brunt & Slaght
	J. L. Frumscim	do	184	do	do	do
	R. F. Strackton	do	177	do	do	do
	F. F. Randolph	do	149	do	do	do
	Joseph Fish	do	20	do	do	H. M. Loud & Co.
	Sarah Louisa	do		do	do	A. J. Bailey
	J. F. Dunfer	do		do	do	W. D. Gallagher
	Rebecca Knight	do	217	do	do	B. F. Small & Co.
		do	185	do	do	B. F. Patty
	L. B. Strong	do	185	do	do	L. S. Dano
	Harriet	Brig	160	do	do	Wm. Spears
		Tug		do	do	A. B. Valentine
		do		do	do	E. M. Tompkins
		Barge		do	do	Jennison & Sprague
	City	Canal-boat		do	do	Collier & Folger
	Highland City	Barge		do	do	McFadden & Thomp- son.
	Flag of our Union	do		do	do	do
	John Tracy	Propeller		do	do	do
	Rattle Snake	Canal-boat		do	do	do
	Eli Ratt	do		do	do	do
	M. Collins	do		do	do	do
	Fair Lady	do		do	do	do
	Western Star	do		do	do	do
	John Walker	Schooner	232	do	do	Van Brunt & Slaght
	Wilber Harp	do		do	do	do
	H. Thomas	do		do	do	do
	Stephen Duncan	Brig		Oct. 14, 1864	Oct. 14, 1864	W. S. Tyle
	R. M. Browning	Schooner	106	Unknown	Unknown	M. T. Ruzzon
	Fanny Moss	do	166	do	do	Geo. A. Stranahan
	Bob Davidson	Canal-boat		do	do	Silliman, Mathews & Co.
	J. Alexander	do		do	do	Collier & Folger
	G. W. Dewitt	do		do	do	do
	M. E. Merrick	do		do	do	do
	G. D. Lamont	do		do	do	C. R. Grey & Co.
	D. S. Muller	Schooner	195	do	do	Van Brunt & Slaght
	Menona	do	309	do	do	do
	Butler	Brig	160	do	do	Bentley, Smith & Co.
	Wm. Gopse	Schooner	198	do	do	Charles Clark
	John Freeman	Brig		do	do	S. N. Lewis & Co.
		Tug		do	do	W. W. Bouker
		do		do	do	E. R. Harding
	Jonas Spark	Schooner	252	do	do	B. F. Small & Co.
	St. Michael	Barge		do	do	C. Clark Cash
		Tug		do	do	Edwin S. Burgess
	M. Smith	Barge		do	do	James H. Wilgus
	W. J. Kinner	do		do	do	Collier & Folger
	Economist	do		do	do	do
	Dean Richmond	do		do	do	do
	W. H. Talmage	do		do	do	do

by the Quartermaster's department, &c.—Continued.

Where char- ter money is payable.	Rate of pay. (Hay, per ton; corn and oats, per bushel.)	Amount paid.	Amount unpaid.	Total earnings.	Remarks.
New York.....		\$5 00		\$5 00	Towing.
.....do.....	Hay, \$3 25.....	337 50		337 50	
.....do.....	Hay, \$3 25.....	203 45		203 45	
.....do.....	Hay, \$3 25.....	216 43		216 43	
.....do.....	Oats, 3c; hay, \$3 25.....	292 16		292 16	
.....do.....	Corn, 8½c; oats, 7½c.....	1,200 41		1,519 69	\$31 ⁰ 28 deduct'n; \$73 66 demurrage.
.....do.....	Corn, 8c; oats, 7c; hay, \$7.....	1,022 00		1,022 00	165 75 demurrage.
.....do.....	Corn, 8c; oats, 7c; hay, \$7.....	1,160 74		1,160 74	217 91 demurrage.
.....do.....	Oats, 5½, hay, \$5 50.....	2,000 84		2,000 84	315 00 demurrage.
.....do.....	Hay or straw, \$8 50.....	653 37		653 37	
.....do.....	Corn, 8c; oats, 7c; hay, \$7.....	1,341 24		1,341 24	299 68 demurrage.
.....do.....	Corn, 8c.....	598 43		598 43	205 63 demurrage.
.....do.....	Hay, \$2 50.....	611 66		611 66	
.....do.....		45 00		45 00	Towing.
.....do.....	Corn, 16½c.....	1,783 00		1,783 00	\$6 46 back caharges; \$18 towing.
.....do.....	Corn, 8c; oats, 7c; hay, \$7.....	413 09		413 09	
.....do.....	Corn, 8c; oats, 7c; hay, \$7.....	1,396 33		1,396 33	304 75 demurrage.
.....do.....	Corn, 8c; oats, 7c; hay, \$7.....	1,206 09		1,206 09	365 60 demurrage.
.....do.....	Corn, 8c; oats, 7c; hay, \$7.....	1,017 83		1,017 83	251 82 demurrage.
.....do.....	Corn, 8c; oats, 7c; hay, \$7.....	1,347 23		1,347 23	290 12 demurrage.
.....do.....	Hay, \$8 50.....	545 58		545 58	
.....do.....	Oats, 8c; hay or straw \$14.....	1,743 28		1,743 28	
.....do.....	Corn, 8c; oats, 7c; hay or straw, \$7.....	1,293 70		1,293 70	117 54 demurrage.
.....do.....	Oats, 8c.....	1,221 12		1,221 12	
.....do.....	Corn, 8c; hay, \$7.....	1,156 14		1,156 14	94 50 demurrage.
.....do.....	Hay, \$12.....	721 81		721 81	20 83 demurrage.
.....do.....		10 00		10 00	Towing.
.....do.....		25 00		25 00	Do.
.....do.....	Corn, 16½c.....	2,017 63		2,017 63	\$721 66 back charges; \$23 towing; \$54 78 demurrage.
.....do.....	Corn, 15c.....	1,877 20		1,877 20	\$65 70 demurrage; \$23 towing;
.....do.....	Hay, \$3 25.....	244 65		244 65	\$693 50 back charges.
.....do.....	Hay, \$3 25.....	242 29		242 29	
.....do.....	Oats, 3c.....	351 02		351 02	
.....do.....	Oats, 3c; hay, \$3 25.....	307 36		307 36	
.....do.....	Hay, \$3 25.....	214 18		219 88	\$5 70 deduction.
.....do.....	Hay, \$3 25.....	234 82		234 82	
.....do.....	Hay, \$3 25.....	243 34		243 34	
.....do.....	Hay, \$3 25.....	211 71		413 26	\$201 55 deduction.
.....do.....	Corn, 8c; oats, 7c; hay, \$7.....	1,408 03		1,408 03	357 66 demurrage.
.....do.....	Corn, 8c; oats, 7c; hay, \$7.....	1,331 36		1,331 36	345 83 demurrage; \$25 day.
.....do.....	Corn, 10c; oats, 8c.....	2,122 32		2,122 32	
.....do.....	Per day, \$46.....	1,426 00		1,426 00	Chartered October 14 to November 14, 31 days, at \$46.
.....do.....	Hay, \$8 50.....	441 90		441 90	\$18 77 demurrage.
.....do.....	Corn, 8c; oats, 7c; hay, \$7.....	1,233 45		1,233 45	299 00 demurrage.
.....do.....	Oats, 11c.....	2,540 10		2,559 00	\$1,033 44 back charges; \$15 towing; \$23 39 demur'ge; \$18 90 deduct'n.
.....do.....		2,563 26		2,563 26	\$1,088 58 back charges; \$15 towing; \$66 18 demurrage.
.....do.....	Oats, 11c.....	1,856 22		1,856 22	\$779 79 back charges; \$15 towing.
.....do.....	Oats, 11c.....	1,760 59		1,768 19	\$642 44 back charges; \$23 towing; \$7 60 deduction.
.....do.....	Oats, 10½c.....	1,429 83		1,429 83	\$606 38 back charges; \$15 towing.
.....do.....	Corn, 8c; oats, 7c; hay, \$7.....	1,261 31		1,261 31	344 76 demurrage.
.....do.....	Corn, 8c; oats, 7c; hay, \$7.....	1,850 07		1,850 07	56 32 demurrage.
.....do.....	Corn, 8c; oats, 7c; hay, \$7.....	829 95		1,100 94	161 67 demur'ge; \$270 99 deduct'n.
.....do.....	Corn, 8c; oats, 7c; hay, \$7.....	1,490 08		1,490 08	351 00 demurrage.
.....do.....	Corn, 9c; oats, 8c.....	1,767 24		1,767 24	
.....do.....		10 00		10 00	Towing.
.....do.....		4 00		4 00	Do.
.....do.....	Corn, 8c; oats, 7c; hay, \$7.....	1,602 10		1,602 10	\$400 31 demurrage.
.....do.....		443 45		443 45	
.....do.....		57 00		57 00	Towing.
.....do.....	Oats, 11c.....	2,304 60		2,304 60	\$15 towing; \$969 60 back charges.
.....do.....	Oats, 11c.....	2,422 63		2,447 75	\$986 25 back charges; \$15 towing; \$25 12 deduction.
.....do.....		2,157 84		2,181 59	\$23 75 deduction; \$23 towing; \$878 67 back charges.
.....do.....	Oats, 11c.....	2,045 15		2,067 00	\$864 00 back charges; \$15 towing; \$21 85 deduction.
.....do.....	Corn, 16½c.....	1,830 94		1,837 89	\$15 00 towage; \$6 95 deduction; \$667 89 back charges.

No. 56.—*Statement of vessels chartered, impressed, or employed*

Name of officer.	Name of vessel.	Class.	Tons and 95ths.	Date of entry into service.	When char- tered, im- pressed, or employed.	By whom put into service.
Col. S. L. Brown— Continued.	St. John	Barge .....	.....	Unknown ..	Unknown ..	Collier & Folger
	A. V. McReel	do .....	.....	do	do	do
	Ironton	Brig	160	do	do	Israel Arthurton
	United	Schooner .....	.....	do	do	Thos. F. Anderson
	Rickman	do	159	do	do	Oliver Bangor
	L. H. Gibbs	Tug .....	.....	do	do	C. M. Tompkins
	.....	Canal-boat .....	.....	do	do	Collier & Folger
	T. T. Hudson	do .....	.....	do	do	do
	N. S. B. Co.'s	do .....	.....	do	do	A. A. Smally
	Wan	do .....	.....	do	do	David Warne
	May Patterson	do .....	.....	do	do	Geo. M. Sanders
	Wm. Taggart	do .....	.....	do	do	Collier & Folger
	Geo. Barnard	do .....	.....	do	do	do
	H. Stacey	do .....	.....	do	do	Silliman, Mathews & Co.
	S. O. Train	do .....	.....	do	do	Jennison & Sprague ..
	Crimea	do .....	.....	do	do	Fish & Amry
	.....	Tug .....	.....	do	do	A. A. Secor
	.....	do .....	.....	do	do	H. C. Claggett
	Golden Fleece	do .....	.....	do	do	R. E. Tyle
	Merchant	Propeller .....	.....	do	do .....	.....
	O. C. Paine	Canal-boat .....	.....	do	do	W. Merritt
	C. Burrett	do .....	.....	do	do	do
	.....	Tug .....	.....	do	do	A. B. Valentine
	.....	do .....	.....	do	do	R. A. Secor
	.....	do .....	.....	do	do	H. Elliott
	D. Fowler	Canal-boat .....	.....	do	do	Chas. S. Goodyear
	Albany L. Pack't .....	.....	.....	do	do	Benjamin Akins
	Chicago	Canal-boat .....	.....	do	do	J. H. Wilgus & Co.
	Boat	do .....	.....	do	do	do
	E. H. Hall	do .....	.....	do	do	John S. Rummer
	Nolmester	do .....	.....	do	do	W. W. Olds
	Albany L. Packet	do .....	.....	do	do	Benj. Akin
	N. H. Miller	do .....	.....	do	do	A. R. Gray & Co.
	S. W. Derrick	do .....	.....	do	do	do
	Mendator	Propeller .....	.....	do	do	A. E. Tyler
	Vesper	Canal-boat .....	.....	do	do	Chas. H. Gray & Co. ..
	D. White	do .....	.....	do	do	Collier & Folger
	H. O. Malters	do .....	.....	do	do	do
	J. Henriette	do .....	.....	do	do	do
	Gen. McClellan	do .....	.....	do	do	do
	W. W. Lunts	do .....	.....	do	do	do
	C. V. Greggs	do .....	.....	do	do	do
	D. C. Fox	do .....	.....	do	do	do
	E. Mathews	do .....	.....	do	do	do
	Della May	do .....	.....	do	do	do
	W. S. Storms	do .....	.....	do	do	do
	L. J. M. Stark	do .....	.....	do	do	do
	J. H. Wood	do .....	.....	do	do	do
	S. D. Baker	do .....	.....	do	do	do
	Armenia Fitch	do .....	.....	do	do	do
	Adelia	do .....	.....	do	do	do
	S. G. Horne	do .....	.....	do	do	do
	Kate McCord	do .....	.....	do	do	do
	G. S. Hazard	do .....	.....	do	do	do
	F. S. Sheldon	do .....	.....	do	do	do
	T. Bachelor	do .....	.....	do	do	do
	T. F. Stacy	do .....	.....	do	do	do
	B. B. Claxton	do .....	.....	do	do	do

by the Quartermaster's department, &c.—Continued.

Where char- ter money is payable.	Rate of pay. (Hay, per ton; corn and oats, per bushel.)	Amount paid.	Amount unpaid.	Total earnings.	Remarks.
New York...	Oats, 11c.	\$1,984 40	.....	\$1,989 78	\$836 28 back charges; \$5 38 deduct'n; \$15 towing.
do.....	Corn, 16½c.	1,928 39	.....	1,928 39	\$667 89 back charges.
do.....	Corn, 8c; hay, \$8.	1,451 61	.....	1,451 61	\$259 11 demurrage.
do.....	Hay or straw, \$8 50.	324 04	.....	324 04	
do.....	Oats, 8c.	1,219 92	.....	1,219 92	\$42 23 demurrage.
do.....	.....	95 00	.....	95 00	Towing.
do.....	Oats, 11c.	2,322 01	.....	2,371 48	\$997 98 back charges; \$15 towing; \$49 47 deduction.
do.....	Corn, 16½c.	1,730 69	.....	1,733 65	\$2 96 deduct'n; \$15 towing; \$667 89 back charges.
do.....	.....	30 50	.....	30 50	
do.....	.....	117 29	.....	117 29	
do.....	Hay, \$3 50.	142 28	.....	142 28	
do.....	Oats, 11c.	2,090 30	.....	2,098 50	\$15 towing; \$8 20 deduction; \$810 25 back charges.
do.....	Corn, 16½c.	1,947 62	.....	1,953 38	\$667 88 back charges; \$15 towing; \$5 76 deduction.
do.....	Oats, 11c.	2,047 15	.....	2,099 40	\$52 25 deduct'n; \$876 80 back ch'gs; \$17 towing.
do.....	Corn, 16½c.	1,953 64	.....	1,961 00	\$684 back charges; \$23 towing; \$7 36 deduction.
do.....	Oats, 11c.	1,553 49	.....	1,553 49	\$15 towing; \$650 02 back charges.
do.....	.....	14 00	.....	14 00	Towing.
do.....	.....	20 00	.....	20 00	Do.
do.....	Oats, 8c.	2,912 44	.....	3,059 02	\$146 58 deduction.
do.....	Oats, 9c.	2,872 26	.....	2,880 00	7 74 deduction.
do.....	Hay, \$3 50.	197 32	.....	197 32	
do.....	Hay, \$3 50.	164 46	.....	193 20	28 74 deduction.
do.....	.....	8 00	.....	8 00	Towing.
do.....	.....	24 00	.....	24 00	Do.
do.....	.....	8 00	.....	8 00	Do.
do.....	Oats, 11c.	2,040 89	.....	2,058 94	\$16 towing; \$18 05 deduction; \$870 44 back charges.
do.....	.....	9 60	.....	9 60	Two hay presses.
do.....	Oats, 11c.	2,393 80	.....	2,393 80	\$870 44 back charges; \$16 towing.
do.....	Hay, \$4 50.	118 43	.....	118 43	
do.....	Hay, \$6.	151 52	.....	151 52	
do.....	Hay, \$6.	113 88	.....	113 88	
do.....	.....	9 60	.....	9 60	2 hay presses.
do.....	Oats, 11c.	2,980 69	.....	2,980 69	\$1,374 33 back charges; \$15 towage.
do.....	Oats, 11c.	2,024 78	.....	2,048 00	\$15 towage; \$856 back charges; \$23 22 deduction.
do.....	Oats, 12½c.	3,049 76	.....	3,052 60	\$2 84 deduction.
do.....	Corn, 16½c.	1,684 13	.....	1,734 66	\$50 53 deduction; \$23 towing; \$589 66 back charges.
do.....	Corn, 16½c.	1,851 00	.....	1,851 00	\$648 back charges; \$15 towing.
do.....	Oats, 14c.	2,105 69	.....	2,160 57	\$15 towing; \$54 88 deduction; \$1,021 70 back charges.
do.....	Oats, 11c.	2,044 50	.....	2,044 50	\$940 50 back charges; \$15 towing.
do.....	Oats, 11c.	2,485 00	.....	2,485 00	\$15 towing; \$1,040 back charges.
do.....	Oats, 11c.	2,618 50	.....	2,618 50	\$1,206 50 back charges; \$15 towing.
do.....	Oats, 11c.	1,971 23	.....	1,985 00	\$15 towing; \$886 50 back charges; \$13 77 deduction.
do.....	Oats, 11c.	2,026 63	.....	2,055 00	\$28 37 deduction; \$15 towing; \$918 back charges.
do.....	Oats, 11c.	2,729 70	.....	2,780 70	\$13 17 back charges; \$51 deduction; \$15 towage.
do.....	Oats, 11c.	2,871 60	.....	2,892 00	\$15 towage; \$1,370 back charges; \$20 40 deduction.
do.....	Oats, 11c.	2,627 19	.....	2,627 19	\$1,243 90 back charges; \$15 towage.
do.....	Oats, 11c.	2,688 15	.....	2,718 75	\$1,287 50 back charges; \$15 towage; \$30 60 deduction.
do.....	Oats, 11c.	2,765 43	.....	2,790 93	\$25 50 deduction; \$15 towage; \$1,319 32 back charges.
do.....	Oats, 11c.	2,392 74	.....	2,414 16	\$21 42 deduction; \$1,161 66 back charges; \$15 towage.
do.....	Oats, 11c.	2,413 75	.....	2,485 00	\$1,040 back charges; \$15 towing; \$71 25 deduction.
do.....	Oats, 11c.	2,454 04	.....	2,535 74	\$81 70 deduction; \$15 towage; \$1,061 36 back charges.
do.....	Corn, 16½c.	1,545 00	.....	1,545 00	\$540 back charges; \$15 towage.
do.....	Oats, 11c.	1,918 80	.....	1,918 80	\$15 towage; \$801 60 back charges.
do.....	Oats, 11c.	2,675 00	.....	2,675 00	\$1,120 back charges; \$15 towing.
do.....	Corn, 16½c.	1,857 54	.....	1,857 54	\$15 towing; \$600 98 back charges.
do.....	Oats, 11c.	1,937 50	.....	1,937 50	\$800 75 back charges; \$23 towing.
do.....	Oats, 11c.	2,092 65	.....	2,092 65	\$15 towing; \$874 80 back charges.
do.....	Oats, 11c.	1,923 00	.....	1,923 00	\$800 back charges; \$23 towing.

No. 56.—*Statement of vessels chartered, impressed, or employed*

Name of officer.	Name of vessel.	Class.	Tons and 95ths.	Date of entry into service.	When char- tered, im- pressed, or employed.	By whom put into service.
Col. S. L. Brown— Continued.	E. J. Stinson.....	Canal-boat..	.....	Unknown ..	Unknown ..	Collier & Folger
	Jennie Buck.....	do.....	.....	do	do	do
	Jerry Small.....	do.....	.....	do	do	do
	.....	do.....	.....	do	do	J. H. Mallory
	Marila	do.....	.....	do	do	do
	Cohassett.....	do.....	.....	do	do	do
	Neponsett	do.....	.....	do	do	do
	Ethe Sutton	do.....	.....	do	do	Jennison Sprague.....
	Capt. Hammond.....	do.....	.....	do	do	do
	C. H. Hunter	do.....	.....	do	do	do
	C. H. Hunter	do.....	.....	do	do	do
	Ella Ward	do.....	.....	do	do	C. H. Gage & Co
	John Austin.....	do.....	.....	do	do	A. R. Gray & Co.....
	S. J. Hill	do.....	.....	do	do	do
	J. Cone	do.....	.....	do	do	S. N. Lewis
	Michigan	do.....	.....	do	do	Hugh Allen.....
	Charles	do.....	.....	do	do	J. H. Wilgus & Co
	Geranium	do.....	.....	do	do	do
	Hamilton.....	do.....	.....	do	do	do
	J. A. Holmes	Schooner ..	220. 76	do	do	Van Brunt & Slaght..
	A. Van Cleaf	do.....	182	do	do	do
	D. E. Sawyer	do.....	248. 35	do	do	do
	M. E. Banks	do.....	164	do	do	do
	Wan	do.....	.....	do	do	do
	G. B. Taylor.....	do.....	.....	do	do	do
	Moonlight	do.....	280	do	do	do
	Lavinia	do.....	207	do	do	do
	Lamartine.....	do.....	132. 76	do	do	do
	M. C. Yam	do.....	200	do	do	do
	Henry Finch	do.....	320	do	do	do
	W. H. Reubun	do.....	173	do	do	do
	W. & F. Crumer.....	do.....	133. 29	do	do	do
	J. S. Hops	do.....	130	do	do	do
	I. Ariel.....	do.....	216	do	do	do
	Hannah Willets.....	do.....	198. 16	do	do	do
	Elizabeth & Elanor.	do.....	257. 83	do	do	do
	Barnard.....	do.....	240	do	do	do
	R. R. Hull	do.....	240	do	do	do
	M. A. Pedman	do.....	.....	do	do	do
	B. F. Woolsey	do.....	.....	do	do	do
	Susan Scranton	do.....	.....	do	do	do
	Maria Elizabeth	do.....	245. 10	do	do	do
	Washington	Barge .....	.....	do	do	McFadden & Thomp- son.
	Julia Halton.....	do.....	.....	do	do	do
	D. Rutson	do.....	.....	do	do	do
	J. M. Westfall	do.....	.....	do	do	do
	Amazon	do.....	.....	do	do	do
	Simmons	do.....	.....	do	do	do
	J. B. Brouk	do.....	.....	do	do	do
	M. Campbell	do.....	.....	do	do	do
	The Brothers.....	do.....	.....	do	do	do
	J. S. Kilpatrick	do.....	.....	do	do	do
	Silver Creek.....	do.....	.....	do	do	do
	New Boston.....	do.....	.....	do	do	do
	J. W. Bower	do.....	.....	do	do	do
	Fair Lady	do.....	.....	do	do	do
	No. 2	do.....	.....	do	do	do
	Francis French	Schooner ..	167. 82	do	do	Haines, Hallock & Co.
	James S. Bentley.....	do.....	166	do	do	do
	Rhode Island.....	do.....	.....	do	do	do
	S. Y. Young	do.....	.....	do	do	A. Henderson

by the Quartermaster's department, &c.—Continued.

Where char- ter money is payable.	Rate of pay. (Hay, per ton; corn and oats, per bushels.)	Amount paid.	Amount unpaid.	Total earnings.	Remarks.
New York....	Oats, 11c	\$1,867 50		\$1,915 00	\$15 towing; \$47 50 deduction; \$800 back charges.
.....do.....	Oats, 11c	2,334 52		2,334 52	\$976 54 back charges; \$15 towing.
.....do.....	Oats, 11c	1,849 45		1,967 25	\$15 towing; \$822 back charges; \$117 80 deduction.
.....do.....	Oats, 11c	2,287 50		2,287 50	\$15 towing; \$939 30 back charges.
.....do.....	Oats, 11c	2,409 39		2,439 99	\$997 74 back charges; \$15 towing; \$30 60 deduction.
.....do.....	Oats, 11c	2,303 82		2,421 12	\$988 64 back charges; \$117 30 de- duction; \$30 towing.
.....do.....	Oats, 11c	2,244 69		2,265 09	\$20 40 deduction; \$15 towing; \$864 09 back charges.
.....do.....	Oats, 11c	2,336 70		2,421 36	\$1,013 21 back charges; \$15 towing; \$84 66 deduction.
.....do.....	Oats, 11c	2,364 51		2,451 21	\$86 70 deduction; \$15 towing; \$1,061 back charges.
.....do.....	Oats, 8½c	2,673 38		2,683 25	\$1,368 back charges; \$15 towing; \$9 87 deduction.
.....do.....	Oats, 8½c	2,429 39		2,429 39	\$1,400 back charges; \$15 towing.
.....do.....	Oats, 10c	2,660 46		2,682 90	\$15 towing; \$1,215 90 back charges; \$22 44 deduction.
.....do.....	Oats, 11c	1,817 35		1,867 50	\$50 15 deduction; \$15 towing; \$780 back charges.
.....do.....	Oats, 11c	1,735 98		1,739 25	\$726 back charges; \$15 towing; \$327 deduction.
.....do.....	Oats, 11c	2,086 80		2,097 00	\$10 20 deduction; \$909 44 back charges; \$15 towing.
.....do.....	Corn, 11c	1,852 17		1,852 17	\$667 88 back charges; \$15 towing.
.....do.....	Oats, 11c	2,407 22		2,499 87	\$15 towing; \$42 42 demurrage; \$1,028 40 back charges; \$92 65 deduction.
.....do.....	Oats, 11c	2,322 80		2,322 80	\$20 towing; \$909 60 back charges.
.....do.....	Oats, 11c	2,456 11		2,456 11	\$1,032 45 back charges; \$15 towing; \$33 66 demurrage.
.....do.....	Corn, 8c; oats, 7c; hay, \$7.	1,640 33		1,640 33	\$391 54 demurrage.
.....do.....	Corn, 8c; oats, 7c; hay, \$7.	1,594 96		1,594 96	483 44 demurrage.
.....do.....	Oats, 7c; hay, \$7.	1,834 07		1,834 07	411 92 demurrage.
.....do.....	Corn 8c; oats, 7c; hay, \$7.	1,201 53		1,201 53	417 68 demurrage.
.....do.....	Corn, 8c; oats, 7c; hay, \$7.	815 38		815 38	
.....do.....	Oats, 7c; hay, \$7.	486 85		486 85	
.....do.....	Corn, 8c; oats, 7c; hay, \$7.	1,870 02		1,870 02	455 73 demurrage.
.....do.....	Corn, 8c; oats, 7c; hay, \$7.	1,685 91		1,685 91	523 43 demurrage.
.....do.....	Corn, 8c; oats, 7c; hay, \$7.	719 22		719 22	161 85 demurrage.
.....do.....	Oats, 7c; hay or st'w, \$7 50	1,445 69		1,445 69	412 50 demurrage.
.....do.....	Corn, 8c; oats, 7c; hay, \$7.	2,183 82		2,183 82	562 50 demurrage.
.....do.....	Corn, 8c; oats, 7c; hay, \$7.	1,331 07		1,331 07	430 69 demurrage.
.....do.....	Corn, 8c; oats, 7c; hay, \$7.	740 14		740 14	86 77 demurrage.
.....do.....	Corn, 8c; hay, \$7.	1,057 59		1,057 59	280 31 demurrage.
.....do.....	Corn, 8c; oats, 7c; hay, \$7.	1,428 31		1,428 31	308 81 demurrage.
.....do.....	Corn, 8c; oats, 7c; hay, \$7.	1,483 06		1,483 06	397 83 demurrage.
.....do.....	Oats, 7c; hay, \$7.	2,095 25		2,095 25	521 05 demurrage.
.....do.....	Hay, \$7.	1,749 15		1,749 15	513 12 demurrage.
.....do.....	Corn, 8c; oats, 7c; hay, \$7	1,652 18		1,652 18	340 00 demurrage.
.....do.....	Oats, 9c; hay, \$16.	1,752 31		1,752 31	
.....do.....	Oats, 9c; hay, \$17.	1,500 14		1,500 14	
.....do.....	Oats, 8c	517 60		517 60	
.....do.....	Corn, 8c; oats, 7c; hay, \$7.	2,021 12		2,021 12	558 08 demurrage.
.....do.....	Hay, \$3 25	339 16		358 12	18 96 deduction.
.....do.....	Hay, \$3 25	154 82		154 82	
.....do.....	Hay, \$3 25	239 20		239 20	
.....do.....	Hay, \$3 25	368 40		368 40	
.....do.....	Hay, \$3 25	217 22		217 22	
.....do.....	Hay, \$3 25	233 51		233 51	
.....do.....	Hay, \$3 25	213 18		213 18	
.....do.....	Hay, \$3 25	223 87		223 87	
.....do.....	Hay, \$3 25	360 65		394 11	33 46 deduction.
.....do.....	Oats, 8c	330 44		330 44	
.....do.....	Hay, \$3 25	260 75		260 75	
.....do.....	Oats, 3c; hay, \$3 25	319 75		319 75	
.....do.....	Hay, \$3 25	206 88		206 88	
.....do.....	Hay, \$3.	218 52		218 52	
.....do.....	Hay, \$3.	431 72		437 24	5 52 deduction.
.....do.....	Corn, 8c; oats, 7c; hay, \$7.	1,196 45		1,196 45	255 19 demurrage.
.....do.....	Corn, 8c; oats, 7c; hay, \$7.	1,085 66		1,085 66	268 88 demurrage.
.....do.....	Hay, \$8 50	448 22		448 22	
.....do.....	Hay, \$9.	323 32		327 52	4 20 deduction.

No. 56.—Statement of vessels chartered, impressed, or employed

Name of officer.	Name of vessel.	Class.	Tons and 95ths.	Date of entry into service.	When char- tered, im- pressed, or employed.	By whom put into service.
Col. S. L. Brown— Continued.	J. C. Ranegan....	Schooner...	162	Unknown..	Unknown..	M. T. Runyon & Co..
	Atlas.....	Barge.....		do.....	do.....	J. K. Van Duzen....
	Walter Sands....	do.....		do.....	do.....	do.....
	Elizabeth.....	Schooner...		do.....	do.....	J. & J. W. Wakefield..
	Junna Deprea....	do.....	162	do.....	do.....	J. B. Gager.....
	Monmouth.....	do.....	143. 74	do.....	do.....	do.....
	John Warren....	do.....	174. 15	do.....	do.....	Stephen Lozer.....
	Isabel Blake....	do.....	304. 67	do.....	do.....	Kilham, Loudun & Co..
	C. W. Holt.....	do.....	316. 85	do.....	do.....	do.....
	James Martin....	do.....	242. 58	do.....	do.....	do.....
	Susan K. Gibson..	do.....	268	do.....	do.....	do.....
	E. A. Conklin....	do.....		do.....	do.....	Geo. A. Stranahan...
	N. J. Brayton....	do.....	223	do.....	do.....	do.....
	J. S. Terry.....	do.....		do.....	do.....	Abiel Abbott.....
	Yorktown.....	do.....		do.....	do.....	do.....
		Tug.....		do.....	do.....	Julius J. Gotham....
		do.....		do.....	do.....	J. S. Wilson.....
		do.....		do.....	do.....	H. D. Crossett.....
		do.....		do.....	do.....	Isaac D. Balch.....
		do.....		do.....	do.....	C. M. Tompkins.....
	Maria Jane.....	Schooner...	231	do.....	do.....	L. H. Hopkins.....
	John H. Ramsey..	do.....	368. 32	do.....	do.....	do.....
	A. R. Whetmore..	do.....	229. 35	do.....	do.....	do.....
	Moses G. Leonard	do.....	225	do.....	do.....	J. B. Spafford.....
	Isaac Hineckley..	do.....	220	do.....	do.....	do.....
	D. C. Higgins....	do.....	240	do.....	do.....	M. P. Coleman.....
		do.....		do.....	do.....	do.....
	R. M. Hunt.....	do.....		do.....	do.....	Wolsey & Barry.....
	Star.....	do.....		do.....	do.....	Joseph Berry.....
	E. B. Armstrong..	do.....		do.....	do.....	F. B. Van Duzen....
						Chas. H. Gage & Co..
	Gen'l Burnside..	do.....		do.....	do.....	Collier & Folger....
	W. F. Rouke....	do.....		do.....	do.....	do.....
	G. C. Reed.....	do.....		do.....	do.....	do.....
	C. S. Williamson.	Canal-boat..		do.....	do.....	Jennison & Sprague..
		Tug.....		do.....	do.....	R. A. Secor.....
	H. Fitch.....	Canal-boat..		do.....	do.....	Collier & Folger....
	St. Nicholas....	do.....		do.....	do.....	do.....
	A. H. Griswold..	do.....		do.....	do.....	do.....
	Medina.....	do.....		do.....	do.....	do.....
	John F. Dogherty	Schooner...	86	do.....	do.....	E. R. Kirk.....
	W. R. Beebe.....	do.....		Oct. 17, 1864	Oct. 17, 1864	S. H. Hopkins.....
		Tug.....		Oct. 7, 1864	Oct. 7, 1864	H. B. Crossett.....
		do.....		Oct. 7, 1864	Oct. 7, 1864	A. B. Valentine.....
		do.....		Oct. 7, 1864	Oct. 7, 1864	P. C. Wood.....
		do.....		Oct. 7, 1864	Oct. 7, 1864	A. B. Valentine.....
		do.....		Oct. 7, 1864	Oct. 7, 1864	F. Arnold.....
		do.....		Oct. 7, 1864	Oct. 7, 1864	G. Elliott.....
		do.....		Oct. 7, 1864	Oct. 7, 1864	James Shaw.....
		do.....		Oct. 7, 1864	Oct. 7, 1864	Charles Pope.....
		do.....		Dec. 9, 1864	Dec. 9, 1864	H. Claggett.....
		do.....		Dec. 9, 1864	Dec. 9, 1864	Thomas Shaw.....
		do.....		Dec. 9, 1864	Dec. 9, 1864	Brannon & Canon...
		do.....		Dec. 9, 1864	Dec. 9, 1864	J. M. McMann.....
	Darley.....	Bark.....		Unknown..	Unknown..	B. E. Taylor.....
	Amici.....	Canal-boat..		do.....	do.....	F. B. Dane.....
	J. W. Woods- worth.	do.....		do.....	do.....	Collier & Folger....
	F. W. Taylor....	do.....		do.....	do.....	do.....
	D. J. Clark.....	do.....		do.....	do.....	do.....
	S. J. Peck.....	do.....		do.....	do.....	do.....
	W. Fannie.....	do.....		do.....	do.....	do.....
	Marietta.....	Propeller...		do.....	do.....	R. E. Tyler.....
	Crawford.....	do.....		do.....	do.....	Jennison & Sprague..
	Canoga.....	do.....		do.....	do.....	J. H. Mallory.....
	Charles Marsh...	do.....		do.....	do.....	J. Rimer.....

by the Quartermaster's department, &c.—Continued.

Where charter money is payable.	Rate of pay. (Hay, per ton; corn and oats, per bushel.)	Amount paid.	Amount unpaid.	Total earnings.	Remarks.
New York	Corn, 8c; oats, 7c; hay, \$7.	\$1,271 82		\$1,271 82	\$388 13 demurrage.
do.	Hay, \$2 50	514 57		514 57	
do.	Hay, \$2 50	722 16		722 16	
do.	Hay, \$6	426 38		426 38	
do.	Corn, 8c; oats, 7c; hay, \$7.	686 93		686 93	158 90 demurrage.
do.	Hay, \$7 50	543 30		543 30	251 65 demurrage.
do.	Corn, 8c; oats, 7c; hay, \$7.	1,237 88		1,237 88	223 04 demurrage.
do.	Hay, \$12	1,062 47		1,062 47	11 42 demurrage.
do.	Oats, 6c; hay, \$9	1,300 84		1,300 84	155 81 demurrage.
do.	Oats, 6c; hay, \$5 and \$10.	1,571 24		1,571 24	580 50 demurrage.
do.	Oats, 6c; hay, \$10; hay, \$6.	1,597 73		1,597 73	649 17 demurrage.
do.	Hay or straw, \$9	853 21		853 21	
do.	Corn, 8c; oats, 7c; hay, \$7	1,814 47		1,814 47	779 19 demurrage.
do.	Corn, 9c; oats, 8c	698 06		698 06	
do.	Oats, 8c	1,104 70		1,104 70	
do.		8 00		8 00	Towing.
do.		70 00		70 00	Do.
do.		20 00		20 00	Do.
do.		6 00		6 00	Do.
do.		60 00		60 00	Do.
do.	Corn, 8c; oats, 7c; hay, \$7.	1,618 54		1,618 54	\$367 17 demurrage.
do.	Corn, 8c; oats, 7c; hay, \$7 50.	3,105 33		3,105 33	832 55 demurrage.
do.	Corn, 8c; oats, 7c; hay, \$7.	1,807 81		1,807 81	608 63 demurrage.
do.	Corn, 8c; oats, 7c; hay, \$7 50.	1,619 16		1,619 16	373 23 demurrage.
do.	Oats, 8c; hay, \$8	1,490 36		1,490 36	27 50 demurrage.
do.	Corn, 8c; oats, 7c; hay or straw, \$7.	1,701 74		1,701 74	45 20 demurrage.
do.	Hay, \$9	1,345 75		1,345 75	
do.	Hay, \$3 25	229 45		229 45	4 50 towage.
do.	Hay, \$3 75	242 94		242 94	4 50 towage.
do.	Oats, 11c	2,569 00		2,615 00	11 70 back charges; \$15 towing; 46 00 deduction.
do.	Oats, 11c	2,649 17		2,709 17	60 00 deduction; \$15 towing; \$1,303 11 back charges.
do.	Oats, 11c	2,621 23		2,621 23	\$15 towing; \$1,195 48 back charges.
do.	Oats, 11c	2,637 50		2,647 50	\$15 towing; \$10 deduction; \$1,202 50 back charges.
do.	Oats, 9c	2,859 02		2,871 52	\$12 50 deduction; \$30 towage; \$1,707 52 back charges.
do.		25 00		25 00	Towing.
do.	Oats, 11c	2,475 00		2,475 00	\$15 towing; \$11 40 back charges.
do.	Oats, 11c	2,322 81		2,342 81	\$1,249 81 back charges; \$15 towage; \$20 deduction.
do.	Oats, 11c	2,075 25		2,075 25	\$15 towage; 954 75 back charges.
do.	Oats, 11c	2,414 36		2,427 36	\$1,016 10 back charges; \$15 towage; \$13 deduction.
do.	Hay or straw, \$9	502 30		502 30	\$90 15 demurrage.
do.	\$65 per day	3,019 75		3,019 75	\$2,925; 45 days, at \$65; \$94 75 to'ge.
do.		15 00		15 00	Towing.
do.		12 00		12 00	Do.
do.		20 00		20 00	Do.
do.		20 00		20 00	Do.
do.		15 00		15 00	Do.
do.		6 00		6 00	Do.
do.		10 00		10 00	Do.
do.		8 00		8 00	Do.
do.		8 00		8 00	Do.
do.		15 00		15 00	Do.
do.		24 00		24 00	Do.
do.		16 00		16 00	Do.
do.	Oats, 7½c	2,419 68		2,447 82	\$28 14 deduction.
do.	Oats, 7c	2,041 46		2,046 21	\$4 75 deduction; \$15 towage; \$724 56 back charges.
do.	Oats, 11c	2,590 44		2,763 44	\$15 00 towage; \$173 deduction; \$1,274 44 back charges.
do.	Oats, 11c	1,056 82		1,423 00	\$366 18 deduction; \$15 towage.
do.	Oats, 11c	2,728 50		2,728 50	\$15 towage; \$1,239 50 back charges.
do.	Oats, 11c	4,385 00		5,296 88	\$3,851 88 back charges; \$15 towage; \$911 88 deduction.
do.	Oats, 11c	2,460 53		2,475 00	\$14 47 deduction; \$15 towage; \$1,140 back charges.
do.	Oats, 7½c	2,819 91		2,891 61	\$71 70 deduction.
do.	Oats, 7½c	2,917 81		2,924 95	\$7 14 deduction; \$23 towing; \$1,699 58 back charges.
do.	Oats, 11c	2,796 29		2,796 29	\$15 towage; \$44 96 demurrage;
do.	Hay, \$4	296 71		296 71	\$1,238 12 back charges.

No. 56.—*Statement of vessels chartered, impressed, or employed*

Name of officer.	Name of vessel.	Class.	Tons and 95ths.	Date of entry into service.	When char- tered, im- pressed, or employed.	By whom put into service.
Col. S. L. Brown— Continued.	J. B. Griffin	Propeller		Unknown	Unknown	Collier & Folger
	Aldin	do		do	do	do
	W. H. Peabody	do		do	do	do
	W. Porter	do		do	do	do
	J. V. Gadsell	do		do	do	do
	City of Boston	do		do	do	do
	G. R. Burrett	do		do	do	do
	D. J. Mitchell	do		do	do	do
	Free State	do		do	do	R. E. Taylor
	Geo. Sherman	Bark		do	do	do
	Empire	Propeller		do	do	do
		Tug		do	do	R. E. Secor
		do		do	do	A. B. Valentine
		do		do	do	Goram & Elliott
	Mineola	Canal-boat		do	do	J. H. Mallory
	W. McDavis	do		do	do	M. M. Caleb & Co
	Lady Washington	do		do	do	D. R. Williams
	General Seigel	Bark		do	do	R. E. Tyler
		Tug		do	do	D. R. Williams
		do		do	do	A. Claggett
		do		do	do	Geo. Shanahan
	Bank	Canal-boat		do	do	A. C. Gourhi
	Wan	do		do	do	J. L. Mosher
		Tug		do	do	G. L. Hammond
		do		do	do	R. A. Secor
		do		do	do	Howard M. Baker
		do		do	do	A. B. Valentine
		do		do	do	Charles W. Rinzel
		do		Dec. 23, 1864	Dec. 23, 1864	H. Claggett
	Chicago	Canal-boat		Unknown	Unknown	W. F. McKean & Co
	Monitor	do		do	do	Collier & Folger
	Brockport	do		do	do	do
	G. W. Wolf	do		do	do	do
	R. Dunlap	do		do	do	do
	E. M. Hill	do		do	do	do
	A. S. Sweet	do		do	do	do
	S. Simmons	do		do	do	do
	A. L. Griffin	do		do	do	do
	Reuben Knight	Schooner		do	do	L. H. Hopkins
	Elizabeth Elanor	do	257. 83	do	do	do
	Palestine	do	211. 27	do	do	do
	Maria Pierson	do	350. 83	do	do	do
	Monteren	do	234. 73	do	do	do
	Eliza Pharo	do	160	do	do	do
	Only Daughter	do	372. 15	do	do	do
	Daniel Mohun	do		do	do	do
	C. A. Crook	do	200	do	do	do
	Walter Sands	do		do	do	J. K. Van Duzen
	D. B. Kershaw	Barge		do	do	do
	Dan'l Armstrong	Schooner	248	do	do	Van Brunt & Slaght
	Mary Jane	do	174	do	do	do
	B. R. Hall	do	240	do	do	do
	Joan Forsyth	do	247	do	do	do
	Memento	do	175	do	do	do
	John A. Jayne	do	240	do	do	do
	S. P. Pharr	do	255. 11	do	do	do
	D. B. Bayle	do	261	do	do	do
	M. S. Tibbetts	do	253	do	do	do
	W. A. Crocker	do	287	do	do	do
	Enoch Pratt	do	197	do	do	Geo. A. Stranahan
	S. M. Sherman	do	199	do	do	do
	J. W. Lindsay	do	193	do	do	do
	Suwassett	do	193	do	do	Edwin R. Kirk
	W. C. Wilson	do	153	do	do	do

by the Quartermaster's department, &c.—Continued.

Where char- ter money is payable.	Rate of pay. (Hay, per ton; corn and oats, per bushel.)	Amount paid.	Amount unpaid.	Total earnings.	Remarks.
New York....	Oats, 11c	\$2,259 97		\$2,259 97	\$1,082 05 back charges; \$15 towage.
.....do.....	Oats, 11c	2,801 72		2,801 72	\$15 towage; \$22 32 demurrage; \$1,275 93 back charges.
.....do.....	Oats, 11c	2,346 13		2,353 27	\$1,215 94 back charges; \$15 towage; \$7 14 deduction.
.....do.....	Oats, 11c	2,453 22		2,453 22	\$1,030 50 back charges; \$15 towage.
.....do.....	Oats, 11c	2,423 13		2,480 25	\$15 towage; \$1,038 back charges; \$57 12 deduction.
.....do.....	Oats, 11c	4,098 60		4,098 60	\$22 83 demurrage; \$15 towing; \$2,538 70 back charges.
.....do.....	Oats, 11c	2,646 79		2,655 97	\$1,214 10 back charges; \$21 07 demurrage; \$15 towing; \$9 18 deduction.
.....do.....	Oats, 11c	2,555 31		2,628 75	\$73 44 deduction; \$15 towing; \$1,212 25 back charges.
.....do.....	Oats, 11½c	3,583 80		3,597 52	\$13 72 deduction.
.....do.....		1,960 45		2,011 70	51 25 deduction.
.....do.....	Oats, 11½c	4,003 36		4,065 82	62 46 deduction.
.....do.....		10 00		10 00	Towing.
.....do.....		58 00		58 00	Do.
.....do.....		18 00		18 00	Do.
.....do.....	Oats, 11c	2,823 90		2,823 90	\$15 towing; \$1,322 87 back charges.
.....do.....	Corn, 17c	921 40		941 19	\$271 44 back charges; \$15 towing; \$19 79 deduction.
.....do.....	Oats, 11c	2,223 67		2,262 28	\$38 61 deduction; \$15 towage;
.....do.....	Oats, 8c	1,968 22		1,968 22	\$1,071 66 back charges.
.....do.....		8 00		8 00	Towing.
.....do.....		12 00		12 00	Do.
.....do.....		45 00		45 00	Do.
.....do.....	Hay, \$4	113 40		113 40	
.....do.....	Hay, \$4	115 15		115 15	
.....do.....		10 00		10 00	Do.
.....do.....		8 00		8 00	Do.
.....do.....		47 00		47 00	Do.
.....do.....		32 00		32 00	Do.
.....do.....		12 00		12 00	Do.
.....do.....		10 00		10 00	Do.
.....do.....		634 71		665 70	\$30 99 deduction.
.....do.....	Oats, 11c	1,483 34		1,608 80	\$125 46 deduction; \$150 71 demur- rage; \$25 towing.
.....do.....	Oats, 11c	2,418 32		2,427 50	\$1,145 back charges; \$23 01 towing; \$9 18 deduction.
.....do.....	Oats, 11c	2,814 62		2,814 62	\$1,317 62 back charges; \$23 towing.
.....do.....	Corn, 16½c	1,179 73		1,179 73	\$23 towing; \$21 demurrage.
.....do.....	Corn, 16½c	1,475 13		1,687 22	\$666 back charges; \$20 towing; \$212 09 deduction.
.....do.....	Corn, 11c	1,386 13		1,393 41	\$7 28 deduction; \$15 towage.
.....do.....	Corn, 11c	2,861 90		2,863 82	\$23 towage; \$1,334 96 back charges; \$64 86 demurrage; \$1 92 deduct'n.
.....do.....	Corn, 16½c	2,774 02		2,846 22	\$72 20 deduction; \$15 towing;
.....do.....	Corn, 8c; oats, 7c; hay, \$7.	1,120 45		1,120 45	\$1,643 22 back charges.
.....do.....	Hay, \$8 50	1,176 77		1,176 77	\$123 58 demurrage.
.....do.....	Hay, \$8 50	1,097 28		1,097 28	16 48 demurrage.
.....do.....	Corn, 8c; oats, 7c; hay, \$7.	2,602 40		2,602 40	630 34 demurrage.
.....do.....	Corn, 8c; oats, 7c; hay or straw, \$7.	1,736 79		1,736 79	388 84 demurrage.
.....do.....	Oats, 7c; hay or straw, \$7.	1,226 16		1,226 16	387 07 demurrage.
.....do.....	Oats, 8c; hay or straw, \$8.	3,058 55		3,058 55	606 70 demurrage.
.....do.....	Corn, 9c; oats, 8c	1,821 45		1,821 45	
.....do.....	Corn, 8c; oats, 7c; hay, \$7	1,359 06		1,359 06	309 06 demurrage.
.....do.....		700 12		700 12	
.....do.....	Corn, 4½c; oats, 3c; hay, \$2 50.	582 68		771 43	188 75 deduction.
.....do.....	Oats, 7c; hay, \$7	2,029 55		2,029 55	591 58 demurrage.
.....do.....	Corn, 8c; oats, 7c; hay, \$7	1,546 81		1,546 81	632 96 demurrage.
.....do.....	Oats, 7c; hay, \$7	1,748 89		1,748 89	518 12 demurrage.
.....do.....	Hay, \$8 50	1,122 88		1,122 88	56 60 demurrage.
.....do.....	Corn, 8c; oats, 7c; hay, \$7	1,242 68		1,242 68	269 79 demurrage.
.....do.....	Corn, 9c; oats, 8c	1,433 69		1,433 69	273 75 demurrage.
.....do.....	Oats, 7c; hay or st'w, \$7 50	2,039 56		2,039 56	643 56 demurrage.
.....do.....	Oats, 8c	1,757 36		1,757 36	426 16 demurrage.
.....do.....	Oats, 7c; hay or straw, \$7	1,359 67		1,359 67	237 35 demurrage.
.....do.....	Hay, \$8 50	1,241 99		1,241 99	35 87 demurrage.
.....do.....	Corn, 8c; hay, \$7 50	1,011 58		1,011 58	83 08 demurrage.
.....do.....	Corn, 9c; oats, 8c	1,243 67		1,243 67	160 11 demurrage.
.....do.....	Corn, 9c; hay, \$14	1,402 33		1,414 19	11 86 deduction.
.....do.....	Hay or straw, \$9	954 37		954 37	74 38 demurrage.
.....do.....	Corn, 8c; oats, 7c; hay, \$7	980 73		980 73	269 35 demurrage.

No. 56.—*Statement of vessels chartered, impressed, or employed*

Name of officer.	Name of vessel.	Class.	Tons and 95ths.	Date of entry into service.	When char- tered, im- pressed, or employed.	By whom put into service.
Col. S. L. Brown— Continued.	Lamartine.....	Schooner.....		Unknown..	Unknown..	Edwin R. Kirk.....
	Vermillion.....	do.....		do.....	do.....	Baker & Drayton.....
	Hunter.....	do.....	137	do.....	do.....	do.....
	Lynchburg.....	do.....		do.....	do.....	Wolsey & Ferry.....
	J. B. Smith.....	do.....	216. 17	do.....	do.....	do.....
	Exertion.....	do.....	286	do.....	do.....	John B. Spafford.....
	Moderator.....	do.....		do.....	do.....	do.....
	White Cloud.....	do.....		do.....	do.....	do.....
	Chilar.....	do.....	250	do.....	do.....	N. L. McCready.....
	F. P. Simpson.....	do.....		do.....	do.....	do.....
	J. H. Yoemans.....	do.....		do.....	do.....	Cornelius Bogart.....
	H. F. Wood.....	do.....	194	do.....	do.....	Haines, Hallock & Co
	Fredonia.....	Brig.....	258	do.....	do.....	C. A. E. J. Peters.....
	Gazelle.....	Schooner.....	149. 49	do.....	do.....	Walch & Carner.....
	W. A. Ellis.....	do.....	255	do.....	do.....	Louis S. Davis.....
	Decatur Oakes.....	do.....	208	do.....	do.....	Decatur Oakes.....
	George Hurlbut.....	Ship.....		do.....	do.....	Sturgis Cleamons.....
	H. Thomas.....	Schooner.....		do.....	do.....	Albert Thomas.....
	M. G. Leonard.....	do.....		do.....	do.....	Geo. W. Leavitt.....
	Edwin.....	do.....	180. 73	do.....	do.....	E. Sherwood.....
	Willie C. Paine.....	do.....		do.....	do.....	Crowell & Paine.....
	Barburn.....	do.....		do.....	do.....	Thos. F. Clark.....
	A. P. Wright.....	Canal-boat.....		do.....	do.....	Jennison & Sprague..
	J. N. Allen.....	do.....		do.....	do.....	R. E. Tyler.....
	M. Collins.....	Barge.....		do.....	do.....	McFadden & Thomp- son.
	Western Star.....	do.....		do.....	do.....	do.....
	Fair Lady.....	do.....		do.....	do.....	do.....
	Cornelius Hagarty.....	do.....		do.....	do.....	do.....
	Young Thomas.....	do.....		do.....	do.....	do.....
	Samuel Allen.....	do.....		do.....	do.....	do.....
	Walter Lip.....	do.....		do.....	do.....	do.....
	Michigan.....	do.....		do.....	do.....	do.....
	M. Campbell.....	do.....		do.....	do.....	do.....
	John Malony.....	do.....		do.....	do.....	do.....
	Peter Lindcunkle.....	do.....		do.....	do.....	do.....
	Ella Kaats.....	do.....		do.....	do.....	do.....
	Rattlesnake.....	do.....		do.....	do.....	do.....
	Privateer.....	do.....		do.....	do.....	do.....
	Alice Amanda.....	do.....		do.....	do.....	do.....
	White.....	do.....		do.....	do.....	do.....
	J. R. Thomas.....	do.....		do.....	do.....	do.....
	Happy Return.....	do.....		do.....	do.....	do.....
	E. Kelter.....	do.....		do.....	do.....	do.....
	Alguisgar.....	do.....		do.....	do.....	Kilham & Loudon.....
	Pilots' Bride.....	do.....	221	do.....	do.....	do.....
	Scotland.....	Bark.....	491	do.....	do.....	do.....
	C. W. Elwell.....	Schooner.....	263	do.....	do.....	do.....
	J. Paine.....	do.....	252. 67	do.....	do.....	do.....
	E. M. Wright.....	do.....	366. 74	do.....	do.....	do.....
	J. Van Brunt.....	do.....		do.....	do.....	Van Brunt & Slaght.....
	H. V. Simpson.....	do.....		do.....	do.....	do.....
	Armenia.....	do.....	266. 91	do.....	do.....	do.....
	S. Morgan.....	do.....	351	do.....	do.....	do.....
	Onrusk.....	do.....	292	do.....	do.....	do.....
	J. B. Myers.....	do.....	255. 75	do.....	do.....	do.....
	Delmar.....	do.....	105	do.....	do.....	do.....
	Richard Pardon.....	do.....	150	do.....	do.....	Geo. A. Stranahan.....
	H. W. Morse.....	do.....	149	do.....	do.....	do.....
	J. G. Ferris.....	do.....	74. 56	do.....	do.....	John S. Hunt.....
	John Americh.....	do.....	281	do.....	do.....	B. F. Small.....
	Annie Kimball.....	Bark.....	598	do.....	do.....	J. H. Kimball.....
	Musion.....	do.....		do.....	do.....	A. Moran.....
	S. A. Taylor.....	Schooner.....	137	do.....	do.....	John M. Dukes.....
	H. D. B. Kims.....	Canal-boat.....		do.....	do.....	James Duffy.....
		Tug.....		do.....	do.....	Ezra Soper.....
		do.....		do.....	do.....	J. G. Nickson.....
	L. S. N. Wright.....	Canal-boat.....		do.....	do.....	J. M. Tobias.....
		Tug.....		do.....	do.....	H. Claggetts.....
	Monitor.....	Canal-boat.....		do.....	do.....	Collier & Folger.....
	Mary Dunn.....	do.....		do.....	do.....	do.....
	W. E. World.....	do.....		do.....	do.....	do.....
		Tug.....		do.....	do.....	J. R. Spears.....
	Kitty Dorris.....	Canal-boat.....		do.....	do.....	Collier & Folger.....

by the Quartermaster's department, &c.—Continued.

Where charter money is payable.	Rate of pay. (Hay, per ton; corn and oats, per bushel.)	Amount paid.	Amount unpaid.	Total earnings.	Remarks.
New York....	Hay or straw, \$9 50	\$832 94		\$881 88	\$48 94 deduction.
do.....	Hay, \$9	366 70		366 70	
do.....	Hay, \$9	780 23		780 23	38 53 demurrage.
do.....	Corn, 9c; oats, 8c	1,411 30		1,411 30	
do.....	Corn, 8c; oats, 7c; hay, \$7	1,521 64		1,521 64	246 37 demurrage.
do.....	Oats, 7c; hay, \$7	2,097 41		2,097 41	504 20 demurrage.
do.....	Hay, \$8 50	910 14		910 14	
do.....	Oats, 7c; hay, \$7	983 28		1,170 64	272 90 demurrage; \$187 36 deduc'n.
do.....	Hay, \$12	1,172 36		1,172 36	15 61 demurrage.
do.....	Corn, 7c; hay, \$6	254 04		401 82	147 78 deduction.
do.....	Hay, \$9	762 04		762 04	
do.....	Corn, 8c; oats, 7c; hay, \$7	1,543 35		1,543 35	466 81 demurrage.
do.....	Corn, 8c; oats, 7c; hay, \$7	1,818 53		1,818 53	612 75 demurrage.
do.....	Corn, 8c; hay, \$7	1,159 13		1,159 13	320 07 demurrage.
do.....	Corn, 9c; oats, 8c	2,039 18		2,039 18	477 46 demurrage.
do.....	Oats, 8c; hay, \$7	1,603 47		1,603 47	347 62 demurrage.
do.....	Oats, 18c; hay, \$27	10,996 80		10,996 80	543 66 demurrage.
do.....	Corn, 9c; oats, 8c	2,428 58		2,428 58	
do.....	Hay or straw, \$8 50	995 49		995 49	
do.....	Hay, \$8	1,189 12		1,189 12	141 65 demurrage.
do.....	Oats, 8c	1,729 22		1,729 22	
do.....	Hay, \$9 09	434 24		434 24	
do.....	Oats, 9c	3,040 09		3,074 77	\$1,790 22 back charges; \$37 towing; \$70 60 demurrage; \$34 68 deduc'n.
do.....		570 58		600 09	\$29 51 deduction.
do.....	Hay, \$3	199 40		211 47	12 07 deduction.
do.....	Hay, \$3	249 53		249 53	
do.....	Hay, 3 25	259 50		259 50	
do.....	Hay, 3 25	233 90		255 89	21 99 deduction.
do.....	Hay, 3 25	264 38		264 38	
do.....	Hay, 3 25	209 12		209 12	
do.....	Oats, 3c; hay, \$3 25	372 33		372 33	
do.....	Hay, \$3 25	379 30		379 30	
do.....	Hay, 3 25	237 33		237 33	
do.....	Hay, 3 25	247 99		247 99	
do.....	Oats, 3c; hay, \$3 25	341 77		341 77	
do.....	Oats, 3c; hay, 3 25	300 78		300 78	
do.....	Oats, 3c; hay, 3 25	285 87		285 87	
do.....	Oats, 3c; hay, 3 25	345 02		345 02	
do.....	Hay, \$3 25	247 04		247 04	
do.....	Oats, 3c; hay, \$3 25	239 68		239 68	
do.....	Hay, \$3 25	206 04		206 04	
do.....	Hay, 3 25	223 99		223 99	
do.....	Hay, 3	235 50		235 50	
do.....	Hay, \$15 and \$10	1,060 55		1,060 55	
do.....	Oats, 6c; hay, \$9	921 34		921 34	\$165 72 demurrage.
do.....	Hay, \$9	1,637 19		1,637 19	355 98 demurrage.
do.....	Oats, 6c; hay, \$9	927 29		927 29	235 60 demurrage.
do.....	Oats, 6c; hay, \$9	941 75		941 75	65 80 demurrage.
do.....	Oats, 6c; hay, \$5 and \$9	1,124 44		1,124 44	115 39 demurrage.
do.....	Oats, 9c; hay, \$14	837 57		837 57	
do.....	Oats, 9c; hay, \$12 and \$16	878 77		878 77	
do.....	Oats, 7c; hay, \$7	1,979 20		1,979 20	510 25 demurrage.
do.....	Oats, 7c; hay, \$7	2,918 81		2,918 81	844 56 demurrage.
do.....	Corn, 8c; oats, 7c; hay, \$7	1,651 06		1,651 06	231 16 demurrage.
do.....	Oats, 7c; hay, \$7	1,699 05		1,699 05	458 23 demurrage.
do.....	Oats, 7c; hay, \$7	685 61		685 61	168 98 demurrage.
do.....	Corn, 8c; oats, 7c; hay, \$7	954 08		954 08	96 87 demurrage.
do.....	Hay, \$8 50	922 01		922 01	18 62 demurrage.
do.....	Oats, 8c; hay, \$7	467 70		467 70	150 28 demurrage.
do.....	Corn, 8c; oats, 7c; hay, \$7	2,242 88		2,242 88	569 31 demurrage.
do.....	Hay, \$7	2,114 41		2,114 41	91 88 demurrage.
do.....		138 00		138 00	640 bales, at 21 45-80.
do.....	Hay or straw, \$9	522 25		522 25	\$32 82 demurrage.
do.....	Hay or straw, \$4	267 86		267 86	
do.....		10 00		10 00	Towing.
do.....		525 00		525 00	Do.
do.....	Hay, \$2 75	61 45		61 45	Do.
do.....		8 00		8 00	Do.
do.....	Oats, 11c	2,734 80		2,745 00	\$15 towing; \$1,300 back charges; \$10 20 deduction.
do.....	Oats, 11c	2,119 50		2,129 70	\$10 20 deduction; \$15 towing; \$1,007 back charges.
do.....	Oats, 11c	2,577 32		2,580 00	\$1,080 back charges; \$15 towing; \$2 68 deduction.
do.....		15 00		15 00	Towing.
do.....	Oats, 11c	2,106 00		2,106 00	\$15 towing; \$969 back charges.

No. 56.—*Statement of vessels chartered, impressed, or employed*

Name of officer.	Name of vessel.	Class.	Tons and 95ths.	Date of entry into service.	When char- tered, im- pressed, or employed.	By whom put into service.
Col. S. L. Brown— Continued.	Rochester	Canal-boat ..	.....	Unknown ..	Unknown ..	Collier & Folger
	C. W. Woif	do .....	.....	do	do	do
	T. Ledley	do .....	.....	do	do	do
	J. Bizolair	do .....	.....	do	do	do
	Gen. Doubleday ..	do .....	.....	do	do	do
	P. Brown	do .....	.....	do	do	do
	M. Collins	do .....	.....	do	do	do
	M. C. Lawrence ..	do .....	.....	do	do	do
	Katie Morton	do .....	.....	do	do	do
	S. Bennett	do .....	.....	do	do	do
	Crafteman	do .....	.....	do	do	do
	Greenback	do .....	.....	do	do	do
	S. W. Williamson ..	do .....	.....	do	do	do
	Lockport	do .....	.....	do	do	do
	Crusade	do .....	.....	do	do	do
	Mayflower	do .....	.....	do	do	A. A. Soper
	Frank	do .....	.....	do	do	John Reed
	L. S. U. Wright ..	do .....	.....	do	do	Edward Gordon ..
	Mary Jane	do .....	.....	do	do	Anthony Freak ..
	Canada	Schooner ..	.....	do	do	A. L. Jerome
	.....	Canal-boat ..	.....	do	do	James Eggleston ..
	.....	do .....	.....	do	do	F. M. Farland ..
	.....	do .....	.....	do	do	do
	.....	do .....	.....	do	do	do
	.....	do .....	.....	do	do	E. E. Davis
	Excelsior	do .....	.....	do	do	O. Landon
	.....	do .....	.....	do	do	do
	.....	do .....	.....	do	do	do
	.....	do .....	.....	do	do	H. J. Hinckly ..
	.....	do .....	.....	do	do	Charles Eggleston ..
	.....	do .....	.....	do	do	Edward Gordon ..
	.....	do .....	.....	do	do	H. Haskins
	.....	do .....	.....	do	do	Thomas Johnson ..
	.....	do .....	.....	do	do	W. R. Tefft
	Walter	Barge .....	.....	do	do	Terance Clark ..
	J. H. Ramsay	Schooner ..	368	do	do	L. H. Hopkins
	S. B. Strong	do	185	do	do	Lewis S. Davis ..
	Houston	Bark	518	do	do	Murray & Nepher ..
	Thomas Marlin ..	Schooner ..	145. 6	do	do	S. & B. Paul
	M. Holmes	do	189	do	do	Wm. A. Thomas ..
	Wone	do	140	do	do	Haines, Hallock & Co
	Watauga	do .....	.....	do	do	Wm. D. Gallagher ..
	Handy	Brig	270	do	do	do
	Albert Field	Schooner ..	169. 79	do	do	M. H. Crister
	Palma	do .....	.....	do	do	Isaac D. Belch ..
	Abbie	do	333	do	do	J. Wills & Co
	D. J. Mills	do	195. 33	do	do	John Cuby
	D. C. Foster	do	127	do	do	Joseph H. Townsend.
	Maria Roxana	do	184	do	do	Kilham, Loudun & Co
	Sam Fish	do	273	do	do	do
	Ella Dyre	do .....	.....	do	do	do
	Maria Blake	do .....	.....	do	do	do
	Joseph Long	do	200	do	do	do
	Sea Lion	Brig .....	.....	do	do	do
	G. W. Ranby	Schooner ..	199. 22	do	do	do
	Eliza Francis	do	140. 60	do	do	do
	O. M. Petit	do	269. 25	do	do	do
	Lorina Bell	do .....	.....	do	do	Van Brunt & Slaght.
	F. M. Bayles	do	185	do	do	do
	J. & D. Cramer ..	do .....	.....	do	do	do
	E. Pratt	do .....	.....	do	do	do
	M. Munson	do .....	.....	do	do	do
	M. D. Cramner	do .....	.....	do	do	do
	James Holmes	do .....	.....	do	do	do
	Sea Nymph	do .....	.....	do	do	do
	Rebecca	do .....	.....	do	do	Abiel Abbott
	H. Evans	do .....	.....	do	do	do
	L. A. Edwards	do .....	.....	do	do	do
	S. F. Baker	do .....	.....	do	do	do
	Maria Pickup	do .....	.....	do	do	Casper Bogert
	Mary Emma	do .....	.....	do	do	L. B. Wing
	Walle Land	do .....	.....	do	do	J. K. Van Dozen ..

by the Quartermaster's department, &c.—Continued.

Where char- ter money is payable.	Rate of pay. (Hay, per ton; corn and oats, per bushel.)	Amount paid.	Amount unpaid.	Total earnings.	Remarks.
New York....	Oats, 11c	\$2, 234 22		\$2, 253 60	\$37 40 back charges; \$15 towing; \$19 38 deduction.
.....do.....	Oats, 11c	2, 384 95		2, 384 95	\$15 towing; \$1,082 95 back charges.
.....do.....	Oats, 11c	2, 135 09		2, 135 09	\$891 94 back charges; \$15 towing.
.....do.....	Oats, 11c	2, 681 50		2, 681 50	\$15 towing; \$1,231 back charges.
.....do.....	Oats, 11c	2, 680 00		2, 680 00	\$1,235 back charges; \$15 towing.
.....do.....	Oats, 11c	1, 971 44		1, 971 44	\$15 towing; \$801 44 back charges.
.....do.....	Oats, 11c	2, 096 81		2, 096 81	\$987 89 back charges; \$15 towing.
.....do.....	Oats, 11c	1, 689 15		1, 712 90	\$15 towing; \$23 75 deduction; \$647 40 back charges.
.....do.....	Oats, 11c	2, 405 81		2, 405 81	\$1,042 06 back charges; \$15 towing.
.....do.....	Oats, 11c	2, 700 22		2, 700 22	\$15 towage; \$211 22 back charges.
.....do.....	Oats, 11c	2, 853 64		2, 861 80	\$1,355 20 back charges; \$15 towing; \$8 16 deduction.
.....do.....	Oats, 11c	2, 220 48		2, 272 50	\$1,075 back charges; \$15 towing; \$52 02 deduction.
.....do.....	Oats, 11c	1, 941 90		1, 947 00	\$15 towing; \$920 back charges; \$5 10 deduction.
.....do.....	Oats, 11c	2, 424 75		2, 424 75	\$1,147 50 back charges; \$15 towing.
.....do.....	Oats, 11c	2, 971 82		3, 018 74	\$15 towing; \$1,518 74 back charges; \$46 92 deduction.
.....do.....	Hay, \$3 50	69 92		69 92	
.....do.....	Hay, \$4 50	94 35		94 35	
.....do.....	Hay, \$2 25	65 67		65 67	
.....do.....	Hay, \$6	150 04		150 04	
.....do.....	Hay, \$3	173 13		173 13	
.....do.....	Hay, \$1 75 and \$2 20	118 47		118 47	
.....do.....	Hay, \$3	65 29		65 29	
.....do.....	Hay, \$1 75	29 13		29 13	
.....do.....	Hay, \$1 75	64 49		64 49	
.....do.....	Hay, \$2 50	40 53		40 53	
.....do.....	Hay, \$2 75	216 75		216 75	
.....do.....	Hay, \$2	181 97		181 97	
.....do.....	Hay, \$2	142 16		142 16	
.....do.....	Hay, \$2	30 63		30 63	
.....do.....	Hay, \$2 60	22 91		22 91	
.....do.....	Hay, \$2	45 49		45 49	
.....do.....	Hay, \$2	26 35		26 35	
.....do.....	Hay, \$2	65 17		65 17	
.....do.....	Hay, \$2	44 51		44 51	
.....do.....	Hay, \$6	150 00		150 00	25 days at \$6.
.....do.....	Hay, \$8 50	1, 645 64		1, 645 64	24 15 demurrage.
.....do.....	Oats, 7c; hay, \$7	1, 049 64		1, 049 64	158 98 demurrage.
.....do.....	Corn, 9c; oats, 8c; hay, \$15	3, 654 33		3, 654 33	647 50 demurrage.
.....do.....	Oats, 7c; hay, \$7 50	960 67		960 67	239 46 demurrage.
.....do.....	Corn, 8c; oats, 7c; hay, \$8	886 01		886 01	68 51 demurrage.
.....do.....	Hay, \$8 50	647 74		680 94	86 62 demurrage; \$33 20 deduct'n.
.....do.....	Hay or straw, \$12	1, 276 53		1, 319 83	43 30 deduction.
.....do.....	Corn, 8c; oats, 7c; hay, \$7	1, 887 74		1, 887 74	648 28 demurrage.
.....do.....	Oats, 7c; hay, \$8	974 55		974 55	108 83 demurrage.
.....do.....	Hay, \$12 and \$14	1, 672 50		1, 672 50	
.....do.....	Hay, \$10	829 18		829 18	95 39 demurrage.
.....do.....	Hay, \$8 50	873 62		873 62	75 29 demurrage.
.....do.....	Oats, 7c; hay, \$7	886 47		886 47	227 54 demurrage.
.....do.....	Oats, 6c; hay, \$9	628 40		628 40	26 35 demurrage.
.....do.....	Hay, \$10	1, 049 05		1, 049 05	67 52 demurrage.
.....do.....	Oats, 7c; hay, \$10	1, 035 53		1, 035 53	
.....do.....	Hay, \$10	910 18		910 18	
.....do.....	Oats, 6c; hay, \$9	654 17		654 17	17 71 demurrage.
.....do.....	Oats, 6c; hay, \$9	94 71		755 87	661 16 deduction.
.....do.....	Oats, 6c; hay, \$9	924 20		924 20	143 75 demurrage.
.....do.....	Oats, 6c; hay, \$9	707 97		707 97	54 99 demurrage.
.....do.....	Oats, 7c; hay, \$10	1, 050 00		1, 050 00	71 52 demurrage.
.....do.....	Oats, 7c; hay, \$8	959 19		959 19	
.....do.....	Oats, 7c; hay, \$8	956 74		956 74	86 22 demurrage.
.....do.....	Oats, 7c; hay, \$8	995 96		995 96	272 33 demurrage.
.....do.....	Oats, 7c; hay, \$7	1, 606 18		1, 606 18	203 60 demurrage.
.....do.....	Oats, 8c; hay, \$7	1, 293 36		1, 293 36	366 70 demurrage.
.....do.....	Corn, 8c; oats, 7c; hay, \$7	2, 116 63		2, 116 63	661 14 demurrage.
.....do.....	Hay, \$8 50	1, 263 82		1, 263 82	223 60 demurrage.
.....do.....	Hay, \$6	326 30		328 19	1 89 deduction.
.....do.....	Oats, 7c; hay, \$7	1, 100 62		1, 100 62	
.....do.....	Corn, 9c; oats, 8c	2, 375 74		2, 375 74	741 87 demurrage.
.....do.....	Corn, 9c; oats, 8c	1, 728 93		1, 728 93	355 30 demurrage.
.....do.....	Corn, 9c; oats, 8c	2, 016 73		2, 016 73	552 86 demurrage.
.....do.....	Corn, 8c; oats, 7c; hay, \$7	1, 687 53		1, 687 53	498 53 demurrage.
.....do.....	Hay or straw, \$8 50	393 11		393 11	
.....do.....		316 35		316 35	2, 109 bales of hay, at 15c.

No. 56.—Statement of vesse's chartered, impressed, or employed

Name of officer.	Name of vessel.	Class.	Tons and 95ths.	Date of entry into service.	When char- tered, im- pressed, or employed.	By whom put into service.
Col. S. L. Brown— Continued.	Pomeroy	Tug.		Unknown	Unknown	H. Claggett.
	Pomeroy	do.		do	do	E. A. Gilbert
	Pomeroy	do.		do	do	R. H. Secor
	Eric	Barge		do	do	Thomas Power.
	Billen.	Schooner		do	do	John Tobias.
	Amelia	Canal-boat		do	do	Addison Reed.
	Amelia	do.		do	do	J. B. Tobias.
	D. E. Sanger	Schooner		do	do	Edward Soper.
	J. B. Cunningham	do.		do	do	W. H. Wayard
	D. W. Vaugh.	do.		do	do	J. W. Johnson.
	Napoleon	do.		do	do	Edward Soper.
	W. Capes	do.		do	do	E. W. Speyer.
	Rio Grande	do.		do	do	G. W. Shaffer.
	Hannah Matilda.	do.		do	do	S. G. Price.
	Chicago	Barge		do	do	W. P. McKean & Co.
		Tug.		do	do	H. Cummings.
		do.		do	do	C. A. Hoffman.
	Planet	do.		do	do	Joseph Flury.
	Excelsior	Schooner		do	do	O. Landon.
	Portland S. P. Co	Canal-boat		do	do	William Weeks.
	Magellan	Schooner		do	do	T. G. Benton & Son.
	Potomac	Canal-boat		do	do	Thos. W. Griffin & Co.
	Maria & Elizabeth	Schooner		do	do	T. G. Benton & Sons.
	Jacob Birdsall	do.		do	do	L. H. Hopkins.
	A. N. Wetman	do.		do	do	do.
	Geo. H. Hough	do.		do	do	do.
	Unni	do.		do	do	Abiel Abbott.
	D. L. Sturgis	do.		do	do	Kilham, Loudun & Co.
	Carrie Milton	do.		do	do	do.
	Rollerson	Brig		do	do	do.
	Maria Jane	Schooner		do	do	L. H. Hopkins.
	E. S. Potter	do.		do	do	Josephus Potter.
	A. Middleton	do.		do	do	Geo. A. Stranahan.
	S. G. Hubbard	do.		do	do	L. Volney Berry.
	B. W. Brown	do.		do	do	Lewis S. Davis.
	White Cloud	do.		do	do	John B. Spafford.
	Constitution	do.		do	do	Lewis S. Davis.
	Geo. A. Bearse	do.		do	do	G. P. Bearse.
	Henry Brown	do.		do	do	A. C. Howes.
	Tradewind	do.		do	do	A. C. Riversmith.
	Lamartine	do.		do	do	do.
	Pearl	do.		do	do	do.
	Rockingham	do.		do	do	Kilham, Loudun & Co.
	Humboldt	Brig		do	do	do.
	Charlotte Spurr	Schooner		do	do	do.
	Susan H. Gibson	do.		do	do	do.
	Henry Cole	do.		do	do	do.
	Geo. Davidson	Barge		do	do	McFadden & Thomp- son.
	James S. Buntly	Schooner		do	do	Haines, Hallock & Co.
	Rhode Island	do.		do	do	do.
	H. P. Simmons	do.		do	do	Thos. P. Cooper.
	John E. Dalery	do.		do	do	H. W. Loudon & Co.
	G. B. Smith	do.		do	do	Woolsey & Berry.
	Robert Cadwell	do.		do	do	John N. Mott.
	Kirkpatrick	Barge		do	do	Easton & McMahon.
	Erie	do.		do	do	Thos. Power.
	M. Collins	do.		do	do	McFadden & Thomp- son.
	J. R. Getty	do.		do	do	do.
	Julia Holton	do.		do	do	do.
	Princeton	do.		do	do	do.
	Mary Miller	do.		do	do	do.
	Emma Clark	do.		do	do	do.
	M. E. Hurn	Schooner		do	do	Benj. J. Patti.
	J. H. Hoyt	do.		do	do	A. C. Lyon.
	Albert Pharo	do.		do	do	Jessie B. Allen.
	David Townsend	do.		do	do	M. T. Runyon & Co.
	R. M. Browning	do.		do	do	do.
	J. F. Randolph	do.		do	do	do.
	H. W. Godfrey	do.		do	do	Van Brunt & Slaght.
	Barnard	do.		do	do	do.
	P. Armstrong	do.		do	do	do.
	John Warren	do.		do	do	do.
	Hannah Martin	do.		do	do	do.
	Memento	do.		do	do	do.
	Van Cleaf	do.		do	do	do.
	M. A. Predmon	do.		do	do	do.

by the Quartermaster's department, &c.—Continued.

Where char- ter money is payable.	Rate of pay. (Hay, per ton; corn and oats, per bushel.)	Amount paid.	Amount unpaid.	Total earnings.	Remarks.
New York.....		\$8 00		\$8 00	Towing.
do.....		10 00		10 00	Do.
do.....		8 00		8 00	Do.
do.....	Hay, \$2 50	541 56		541 56	
do.....	Hay, \$3	123 30		123 30	
do.....	Hay, \$2 50	112 71		112 71	
do.....	Hay, \$2 50	40 86		40 86	
do.....	Oats, 7c; hay, \$8	1,492 81		1,492 81	\$130 45 demurrage.
do.....	Hay, \$9	978 98		978 98	79 39 demurrage.
do.....	Oats, 7c; hay, \$7	1,669 71		1,669 71	222 25 demurrage.
do.....	Hay, \$11	1,632 12		1,632 12	
do.....	Hay, \$8 50; straw, \$9 50	897 47		897 47	
do.....	Hay, \$8 50	518 24		518 24	
do.....	Hay, \$12	1,446 78		1,446 78	
do.....	Hay, \$2 50	634 71		665 70	30 99 deduction.
do.....		80 00		80 00	Towing.
do.....	Hay, \$2	52 50		52 50	
do.....	Hay, \$2 25	74 97		74 97	
do.....	Hay, \$2 75	222 62		222 62	
do.....		5,184 80		5,184 80	Cargo—42 cars.
do.....	Hay, \$8 50	665 81		665 81	Demurrage, \$114 88.
do.....		358 59		358 59	\$152 34 back charges.
do.....	Hay, \$8 50	1,123 19		1,123 19	
do.....	Hay, \$8 50	984 54		984 54	77 80 demurrage.
do.....	Hay, \$9 50	1,027 83		1,027 83	77 28 demurrage.
do.....	Corn, 10c; hay, \$16	1,309 55		1,309 55	
do.....	Corn, 8c; oats, 7c; hay, \$8	863 78		863 78	191 54 demurrage.
do.....	Oats, 6c; hay, \$9	686 04		686 04	25 68 demurrage.
do.....	Hay, \$11	1,002 16		1,002 16	
do.....	Oats, 6c; hay, \$9	893 72		893 72	149 87 demurrage.
do.....	Hay, \$8 50	861 69		861 69	
do.....	Oats, 9c; hay, \$14	2,263 71		2,263 71	126 71 demurrage.
do.....	Corn, 8c; oats, 7c; hay, \$7	1,037 26		1,335 35	172 97 demur'ge; \$298 09 deduct'd.
do.....	Hay, \$9	1,266 84		1,266 84	37 18 demurrage.
do.....	Oats, 7c; hay, \$7	1,199 86		1,199 86	143 02 demurrage.
do.....	Hay, \$8 50	737 54		737 54	25 33 demurrage.
do.....	Hay, \$13	1,005 98		1,005 98	89 42 demurrage.
do.....	Oats, 7c; hay, \$7	1,791 40		1,791 40	296 74 demurrage.
do.....	Hay or straw, \$8 50	591 81		591 81	64 81 demurrage.
do.....	Corn, 8c; oats, 7c; hay, \$7	675 34		675 34	206 02 demurrage.
do.....	Oats, 7c; hay, \$8	557 74		598 97	41 23 deduction.
do.....	Oats, 8c; hay, \$8	715 81		715 81	91 88 demurrage.
do.....	Oats, 6c; hay, \$9	785 90		785 90	186 38 demurrage.
do.....	Oats, 7c; hay, \$10	878 76		903 00	24 24 deduction.
do.....	Oats, 7c; hay, \$6 and \$10	998 96		998 96	
do.....	Oats, 7c; hay, \$10	1,365 11		1,365 11	242 88 demurrage.
do.....	Corn, 8c; oats, 7c; hay, \$7	1,394 67		1,394 67	433 00 demurrage.
do.....	Oats, 3c; hay, \$4	397 43		397 43	
do.....	Oats, 7c; hay, \$8 50	745 81		745 81	
do.....	Hay, \$8 50	512 89		512 89	65 70 demurrage.
do.....	Oats, 7c; hay or straw, \$7	1,312 39		1,312 39	252 52 demurrage.
do.....	Corn, 8c; oats, 7c; hay, \$7	1,095 00		1,095 00	
do.....	Hay, \$8 50	1,016 57		1,016 57	
do.....	Corn, 10c; oats, 9c; hay, \$15	5,402 45		5,402 45	2,952 42 demurrage.
do.....	Hay, \$3 75	261 65		261 65	
do.....	Hay, \$2 50	506 95		506 95	
do.....	Hay, \$4 50	245 54		245 54	
do.....	Hay, \$4	260 57		260 57	
do.....	Hay, \$4	234 97		234 97	
do.....	Oats, 3c; hay, \$4	411 49		411 49	
do.....	Hay, \$4	307 57		307 57	
do.....	Hay, \$4	251 94		251 94	
do.....	Corn, 8c; oats, 7c; hay, \$7	453 56		453 56	35 50 demurrage.
do.....	Corn, 8c; oats, 7c; hay, \$7	1,602 10		1,602 10	376 78 demurrage.
do.....	Hay, \$8 50	579 64		579 64	
do.....	Oats, 7c; hay, \$8	1,270 83		1,270 83	256 20 demurrage.
do.....	Hay, \$8 50	523 13		523 13	41 13 demurrage.
do.....	Oats, 7c; hay, \$8	821 29		821 29	139 69 demurrage.
do.....	Oats, 7c; hay, \$7	3,036 76		3,036 76	1,646 36 demurrage.
do.....	Oats, 7c; hay, \$7	1,381 47		1,381 47	155 46 demurrage.
do.....	Corn, 8c; oats, 14c; hay, \$7	1,358 80		1,358 80	503 66 demurrage.
do.....	Oats, 7c; hay, \$8	1,143 10		1,143 10	224 25 demurrage.
do.....	Oats, 10½c	1,932 73		1,932 73	420 00 demurrage.
do.....	Oats, 7c; hay, \$8	915 53		915 53	
do.....	Oats, 7c; hay, \$8	1,002 82		1,002 82	
do.....	Oats, 9c; hay, \$16	1,725 05		1,725 05	29 81 demurrage.

No. 56.—Statement of vessels chartered, impressed, or employed

Name of officer.	Name of vessel.	Class.	Tons and 95lbs.	Date of entry into service.	When char- tered, im- pressed, or employed.	By whom put into service.
Col. S. L. Brown— Continued.	G. W. Bowen	Barge		Unknown	Unknown	McFadden & Thomp- son.
	J. Malony	do		do	do	do
	L. J. Pharo	Schooner		do	do	Van Brunt & Slaght.
	James Satterwalt	do		do	do	do
	Mary Jane	do		do	do	do
	B. F. Woolsey	do		do	do	do
	Freewind	do		do	do	do
	W. F. Phelps	do		do	do	do
	Isabel Alberts	do		do	do	do
	Ocean Wave	do		do	do	do
	Herschel	do		do	do	do
	Oakes Ames	do		do	do	do
	F. P. Simpson	do		do	do	do
	S. Morgan	do		do	do	do
	E. Shedden	do		do	do	do
	M. C. Town	do		do	do	do
	Henry Hobert	do		do	do	do
	M. E. Banks	do		do	do	do
	Happy Return	Barge		do	do	McFadden & Thomp- son.
	Lalla Rookh	Canal-boat		do	do	do
	Highland City	Barge		do	do	do
	General Lincoln	do		do	do	do
	Clotilda	do		do	do	do
	Flag of our Union	do		do	do	do
	Corneli's Hogarty	do		do	do	do
	Rattlesnake	do		do	do	do
	J. W. Bowen	do		do	do	do
	J. N. Westfall	do		do	do	do
	Amazon	do		do	do	do
	Alice Carlign	do		do	do	do
	John Hannegan	do		do	do	do
	General Lincoln	do		do	do	do
	Washington	do		do	do	do
	Charles Miller	do		do	do	do
	No. 2	do		do	do	do
	Alice Amanda	do		do	do	do
	White	do		do	do	do
	M. Campbell	do		do	do	do
	Silver Creek	do		do	do	do
	John Saylor	do		do	do	do
	J. L. Kilpatrick	do		do	do	do
	John Maloney	do		do	do	do
	George Davidson	do		do	do	do
	Walter Lipe	do		do	do	do
	L. H. Vanderripe	do		do	do	do
	Clotilda	do		do	do	do
	Geo. B. McClellan	do		do	do	do
	Susan Speers	do		do	do	do
	Young & Jones	do		do	do	do
	Ell Cross	do		do	do	A. L. Griffin
	Cayuga	do		do	do	McFadden & Thomp- son.
	P. S. P. & Co	Canal-boat		do	do	Wm. Weeks
	Castleton	Tug		do	do	Alex. Marsh
	No. 2	Barge		do	do	McFadden & Thomp- son.
	M. Collins	do		do	do	do
	Star	do		do	do	do
	G. B. Smith	do		do	do	do
	M. Campbell	do		do	do	do
	J. C. Taylor	do		do	do	do
	Mechanic	Brig.		do	do	J. W. Elwell
	G. W. Carpenter	Schooner		do	do	Miller & Houghton
	A. A. Bailey	do		do	do	Bently, Smith & Co.
	J. A. Parsons	do		Oct. 24, 1864	Oct. 24, 1864	Van Brunt & Slaght.
	A. Thomas	do		Unknown	Unknown	do
	Manana	do		do	do	do
	J. E. Willetts	do		do	do	do
	Caroline Benzie	do		do	do	do
	Mirom Hay	do		do	do	Kilham, Loudon & Co
	M. K. Mahoney	do		do	do	do
	Lizzie	do		do	do	do
	J. M. Westfall	Barge		do	do	Richard Niles
	S. B. Bailey	Schooner		do	do	D. S. Stitson

by the Quartermaster's department, &c.—Continued.

Where char- ter money is payable.	Rate of pay. (Hay, per ton; corn and oats, per bushel.)	Amount paid.	Amount unpaid.	Total earnings.	Remarks.
New York....	Hay, \$4.....	\$272 54		\$272 54	
do.....	Hay, \$4.....	282 36		282 36	
do.....	Hay, \$3 50.....	292 25		292 25	
do.....	Oats, 7c; hay or straw, \$8	1, 215 67		1, 215 67	\$5 54 demurrage.
do.....	Hay, \$8 50.....	854 44		875 10	34 56 demur'ge; \$20 66 deduct'n.
do.....	Oats, 9c; hay, \$16.....	1, 226 12		1, 226 12	
do.....	Oats, 9c; hay, \$16.....	1, 545 80		1, 545 80	79 71 demurrage.
do.....	Hay, \$10 and \$13.....	654 50		654 50	
do.....	Corn, 8c; oats, 7c; hay, \$7	2, 810 73		2, 810 73	1, 241 77 demurrage.
do.....	Oats, 8c.....	1, 121 64		1, 198 64	77 00 deduction.
do.....	Oats, 9c; hay, \$16.....	1, 567 55		1, 567 55	
do.....	Corn, 9c; oats, 8c; hay, \$7	2, 951 38		2, 951 38	493 70 demurrage.
do.....	Oats, 7c; hay, \$8.....	1, 823 00		1, 823 00	
do.....	Oats, 9c; hay, \$14.....	504 06		504 06	
do.....	Oats, 9c; hay, \$16.....	2, 606 57		2, 606 57	10 96 demurrage.
do.....	Hay, \$14.....	543 80		543 80	
do.....	Oats, 9c; hay, \$14.....	1, 251 04		1, 259 80	8 76 deduction.
do.....	Oats, 10½c.....	2, 192 89		2, 192 89	207 23 demurrage.
do.....	Oats, 7c; hay, \$8.....	694 14		694 14	24 60 demurrage.
do.....	Oats, 3c.....	230 10		230 10	
do.....	Hay, \$3 25.....	240 24		268 59	28 35 deduction.
do.....	Hay, \$4 50.....	324 93		324 93	
do.....	Hay and straw, \$4.....	515 79		515 79	
do.....	Hay and straw, \$4.....	295 32		295 32	
do.....	Hay and straw, \$4.....	264 14		264 14	
do.....	Hay and straw, \$3 25.....	227 28		227 28	
do.....	Oats, 8c; hay, \$3 25.....	337 78		337 78	
do.....	Hay, \$3 25.....	246 09		246 09	
do.....	Oats, 7c; hay, \$3 25.....	369 17		369 17	
do.....	Hay and straw, \$3 25.....	200 41		200 41	
do.....	Oats, 4c.....	314 04		314 04	
do.....	Hay, \$4.....	222 45		300 70	\$78 25 deduction.
do.....	Hay, \$3 25.....	335 95		342 98	7 03 deduction.
do.....	Hay, \$3 25.....	374 29		374 29	
do.....	Hay, \$3.....	208 00		208 00	
do.....	Oats, 2½c.....	51 37		51 37	
do.....	Hay, \$3.....	233 06		233 06	
do.....	Oats, 2½c; hay, \$3 50.....	248 25		248 25	
do.....	Hay, \$3.....	215 15		215 15	
do.....	Hay, \$3.....	211 23		211 23	
do.....	Hay, \$3.....	194 77		194 77	
do.....	Oats, 2½c; hay, \$3.....	289 36		302 38	\$13 02 deduction.
do.....	Hay, \$3.....	222 14		240 60	18 46 deduction.
do.....	Oats, 2½c; hay, \$3.....	324 24		324 24	
do.....	Hay, \$3.....	461 78		461 78	212 09 demurrage.
do.....	Hay, \$3 25.....	249 63		249 63	
do.....	Hay, \$3 25.....	222 80		222 80	
do.....	Oats, 2½c; hay, \$3.....	313 24		313 24	
do.....	Hay, \$3.....	205 13		206 54	1 41 deduction.
do.....	Oats, 2½c; hay, \$3.....	301 85		313 58	11 73 deduction.
do.....	Oats, 7½c.....	983 05		983 05	336 91 back charges.
do.....	Hay, \$4.....	280 18		280 18	
do.....		800 98		800 98	9 cars of oats.
do.....		7 00		7 00	Towing.
do.....	Corn, 4c; oats, 3c; hay, \$4	423 24		423 24	
do.....	Oats, 3c; hay, \$4.....	492 06		492 06	
do.....	Hay, \$3.....	192 52		210 67	\$18 15 deduction.
do.....	Hay, \$3 50.....	244 46		244 46	
do.....	Hay, \$4.....	272 38		272 38	
do.....	Hay, \$4.....	316 20		316 20	
do.....	Hay, \$3 50.....	241 10		241 10	
do.....	Hay, \$11.....	906 75		906 75	
do.....	Hay, \$7.....	955 43		955 43	107 53 demurrage.
do.....	Corn, 9c; oats, 8c.....	1, 826 48		1, 826 48	471 16 demurrage.
do.....	\$42 per day.....	1, 260 00		1, 260 00	30 days, at \$42 per day.
do.....	Oats, 10½c.....	3, 313 32		3, 313 32	\$810 25 demurrage.
do.....	Oats, 9c; hay, \$16.....	2, 342 17		2, 342 17	185 40 demurrage.
do.....	Hay and straw, \$11.....	904 02		904 02	
do.....	Oats, 7c; hay, \$8.....	866 82		1, 039 10	172 28 deduction.
do.....	Hay, \$11.....	1, 153 06		1, 153 06	
do.....	Oats, 7c; hay, \$6 and \$10.	946 72		946 72	142 00 demurrage.
do.....	Oats, 7c; hay, \$10.....	650 92		650 92	
do.....	Oats, 7c; hay, \$4.....	446 17		446 17	
do.....	Oats, 9c; corn, 9c; hay, \$8	969 64		969 64	

No. 56.—Statement of vessels chartered, impressed, or employed

Name of officer.	Name of vessel.	Class.	Tons and 95ths.	Date of entry into service.	When char- tered, im- pressed, or employed.	By whom put into service.
Col. S. L. Brown— Continued.	Garibaldi.....	Barge.....	.....	Unknown..	Unknown..	Michael Madden.....
	Conferthreneret..	Schooner..	.....	do.....	do.....	A. G. Wilbert.....
	Nettie Merryman..	Bark.....	.....	do.....	do.....	Richard Powell.....
	H. E. Simpson.....	Schooner..	.....	do.....	do.....	Clark Blake.....
	Mary Stedman.....	do.....	.....	do.....	do.....	W. L. McCreedy.....
	Lorena.....	do.....	.....	do.....	do.....	Elisha Lane.....
	Virginia.....	Brig.....	.....	do.....	do.....	Abiel Abbot.....
	Helena.....	Schooner..	.....	Oct. 22, 1864	Oct. 22, 1864	Lewis S. Davis.....
	Decatur Oaks.....	do.....	.....	Unknown..	Unknown..	do.....
	Valain.....	do.....	.....	do.....	do.....	W. H. Thomas & Bros
	C. S. Watson.....	do.....	.....	do.....	do.....	Lewis S. Davis.....
	Barbary.....	do.....	.....	do.....	do.....	Thomas F. Clarke...
	M. D. Crainer.....	do.....	.....	do.....	do.....	Van Brunt & Slaght..
	J. L. Kilpatrick..	Barge.....	.....	do.....	do.....	McFadden & Thomp- son.
	Callao.....	do.....	.....	do.....	do.....	do.....
	Portland S. P. Co.	Canal-boat.	.....	do.....	do.....	D. W. Millet.....
	Annie Ryan.....	Barge.....	.....	do.....	do.....	McFadden & Thomp- son.
	Margaret.....	Schooner..	.....	do.....	do.....	Kilham, Loudon & Co.
	C. W. Holt.....	do.....	.....	do.....	do.....	do.....
	Carlita.....	do.....	.....	do.....	do.....	do.....
	Henrietta.....	do.....	.....	do.....	do.....	do.....
	Billow.....	do.....	.....	do.....	do.....	do.....
	S. N. Smith.....	do.....	.....	do.....	do.....	do.....
	Yazoo.....	Brig.....	.....	do.....	do.....	do.....
	N. Doane.....	do.....	.....	do.....	do.....	do.....
	Isabel Blake.....	do.....	.....	do.....	do.....	do.....
	Bridget Buckley..	Barge.....	.....	do.....	do.....	O. O'Brien.....
	J. N. Westfall.....	do.....	.....	do.....	do.....	Richard Nile.....
	New Boston.....	do.....	.....	do.....	do.....	McFadden & Thomp- son.
	J. C. Smith.....	do.....	.....	do.....	do.....	do.....
	Tom O'Neil.....	do.....	.....	do.....	do.....	do.....
	— Hogarty.....	do.....	.....	do.....	do.....	do.....
	S. C. Mitchell.....	do.....	.....	do.....	do.....	John Duffy.....
	Geo. Davis.....	do.....	.....	do.....	do.....	do.....
	Windfall.....	Brig.....	.....	do.....	do.....	M. Smith & Sons.....
	Vanguard.....	Ship.....	.....	do.....	do.....	Holman Frothingham.
	Jane E. Durfer.....	Schooner..	.....	do.....	do.....	John Woods, jr.....
	J. C. Bartlet.....	do.....	.....	do.....	do.....	Abiel Abbott.....
	.....	Boat.....	.....	do.....	do.....	Easton, McMahon & Co.
	.....	do.....	.....	do.....	do.....	do.....
	.....	Boat.....	.....	do.....	do.....	do.....
	Moses Wood.....	Barge.....	.....	do.....	do.....	do.....
	.....	Tug.....	.....	do.....	do.....	Howard M. Baker...
	.....	do.....	.....	do.....	do.....	do.....
	Fannie.....	Canal-boat.	.....	Dec. 14, 1864	Dec. 14, 1864	Phillip, Steel & Co...
	A. J. Sabor.....	do.....	.....	Dec. 14, 1864	Dec. 14, 1864	do.....
	B. B. Burt.....	do.....	.....	Dec. 14, 1864	Dec. 14, 1864	do.....
	Kearsarge.....	do.....	.....	Dec. 14, 1864	Dec. 14, 1864	do.....
	Hudson H. B. Co.	do.....	.....	Unknown..	Unknown..	Peter Bogardus.....
	John Johnson.....	Barge.....	.....	do.....	do.....	Peter Muller.....
	G. B. Smith.....	Schooner..	.....	do.....	do.....	Kilham, Loudon & Co.
	A. M. Chadwick..	do.....	.....	do.....	do.....	do.....
	Mary Standish.....	do.....	.....	do.....	do.....	do.....
	G. C. Morris.....	do.....	.....	do.....	do.....	do.....
	Portland S. P. Co.	Canal-boat.	.....	do.....	do.....	William Weeks.....
	Portland S. P. Co.	do.....	.....	do.....	do.....	do.....
	K. Tonawanda.....	Barge.....	.....	do.....	do.....	Charles Thrill.....
	Washtenau.....	do.....	.....	do.....	do.....	McFadden & Thomp- son.
	W. C. Gillespie..	do.....	.....	do.....	do.....	Lewis Luckenbach...
	Gillespie.....	do.....	.....	do.....	do.....	do.....
	Billie Squires.....	do.....	.....	do.....	do.....	McFadden & Thomp- son.
	Geo. H. Palmer.....	do.....	.....	do.....	do.....	do.....
	Lewis.....	do.....	.....	do.....	do.....	do.....
	Alice Amanda.....	do.....	.....	do.....	do.....	do.....
	Western Star.....	do.....	.....	do.....	do.....	do.....
	Lewis.....	do.....	.....	do.....	do.....	do.....
	Susan Speers.....	do.....	.....	do.....	do.....	do.....
	Carrie Vaugh.....	do.....	.....	do.....	do.....	do.....
	D. S. Hewell.....	do.....	.....	do.....	do.....	do.....
	Anna Maria.....	do.....	.....	do.....	do.....	do.....
	Mermaid.....	do.....	.....	do.....	do.....	do.....
	Keystone.....	do.....	.....	do.....	do.....	do.....

by the Quartermaster's department, &c.—Continued.

Where charter money is payable.	Rate of pay. (Hay, per ton; corn and oats, per bushel.)	Amount paid.	Amount unpaid.	Total earnings.	Remarks.
New York	Oats, 4c	\$314 56		\$314 56	
do.	Oats, 10½	3,179 60		3,179 60	\$636 41 demurrage.
do.	Hay, \$7	2,298 46		2,298 46	379 25 demurrage.
do.	Hay, \$11	1,193 88		1,193 88	
do.	Oats, 9c; hay, \$16	1,869 42		1,869 42	
do.	Hay, \$10	1,050 64		1,050 64	
do.	Hay, \$8 and \$12	547 91		547 91	16 45 demurrage.
do.	\$40 per day	960 00		960 00	24 days, at \$40.
do.	Oats, 7c; hay, \$8	949 89		949 89	\$33 95 demurrage.
do.	Corn, 8c; oats, 7c; hay, \$7	2,377 12		2,377 12	703 31 demurrage.
do.	Oats, 9c; hay, \$14	665 31		1,024 21	358 90 deduction.
do.	Hay, \$8 50	472 50		472 50	
do.	Oats, 7c; hay, \$10	1,771 07		1,771 07	245 62 demurrage.
do.	Oats, 3c; hay, \$4	386 69		386 69	
do.	Hay, \$4	255 24		255 24	
do.		77 10		77 10	
do.	Oats, 3c; hay, \$4	343 06		343 06	
do.	Oats, 7c; hay, \$6 and \$10	1,051 81		1,051 81	225 31 demurrage.
do.	Oats, 8c; hay, \$8	1,767 76		1,767 76	40 60 demurrage.
do.	Oats, 8c; hay, \$8	928 52		928 52	151 43 demurrage.
do.	Oats, 7c; hay, \$10	1,162 00		1,162 00	219 08 demurrage.
do.	Oats, 7c; hay, \$10	921 07		921 07	84 28 demurrage.
do.	Oats, 7c; hay, \$10	1,070 55		1,070 55	100 40 demurrage.
do.	Oats, 7c; hay, \$10	1,504 86		1,504 86	187 66 demurrage.
do.		1,489 11		1,489 11	255 49 demurrage.
do.	Oats, 7c; hay, \$7	1,988 78		1,988 78	464 60 demurrage.
do.	Hay, \$4	260 55		260 55	
do.	Oats, 3c; hay, \$4	457 41		457 41	
do.	Hay, \$4	261 12		261 12	
do.	Hay, \$4	247 98		247 98	
do.	Hay, \$4	255 71		255 71	
do.	Hay, \$4	338 66		338 66	
do.	Hay, \$4	283 12		283 12	
do.	Hay, \$4	241 20		241 20	
do.	Hay, \$12	1,353 18		1,353 18	
do.	Hay, \$18 50	3,728 61		3,728 61	
do.	Oats, 8c; hay, \$12	1,677 51		1,677 51	
do.	Hay, \$8	643 82		643 82	
do.		95 00		95 00	Towing.
do.		95 00		95 00	Do.
do.		360 00		360 00	Towing, 60 days.
do.	\$6 per day	210 00		210 00	35 days, at \$6.
do.		12 00		12 00	Towing.
do.		28 00		28 00	
do.		10 00		10 00	
do.		10 00		10 00	
do.		6 00		6 00	
do.		12 00		12 00	
do.		246 48		825 17	\$578 69 deduction.
do.	Oats, 5c	182 36		182 36	
do.	Oats, 8c; hay, \$12	1,336 14		1,336 14	
do.	Oats, 7c; hay, \$6 and \$10	1,856 39		1,856 39	\$376 88 demurrage.
do.	Oats, 7c; hay, \$10 and \$12	1,785 74		1,785 74	508 23 demurrage.
do.	Oats, 7c; hay, \$10	1,613 07		1,613 07	378 23 demurrage.
do.		1,892 93		1,892 93	
do.		98 75		98 75	13 cars.
do.	Hay, \$4	271 79		271 79	
do.	Hay, \$4	255 22		255 22	
do.	Hay, \$4	162 66		162 66	
do.	Corn, 4c; oats, 3c	217 64		253 75	\$36 11 deduction.
do.	Oats, 3; hay, 4	421 40		421 40	
do.	Oats, 4c	302 64		302 64	
do.	Hay, \$3 25	194 70		261 42	\$66 72 deduction.
do.	Hay, \$4	160 73		260 04	99 31 deduction.
do.	Hay, \$4	289 70		289 70	
do.	Hay, \$4	309 11		309 11	
do.	Hay, \$3	216 98		216 98	
do.	Oats, 3c	274 29		274 29	
do.	Oats, 4c	294 84		294 84	
do.	Oats, 3c; hay, \$4	355 56		355 56	
do.	Hay, \$4	243 14		263 25	\$20 11 deduction.
do.	Hay, \$4	271 79		271 79	

No. 56.—Statement of vessels chartered, impressed, or employed

Name of officer.	Name of vessel.	Class.	Tons and 95ths.	Date of entry into service.	When char- tered, im- pressed, or employed.	By whom put into service.
Col. S. L. Brown— Continued.	J. B. Brown.....	Barge.....	.....	Unknown..	Unknown..	McFadden & Thomp- son.
	H. Tall.....	do.....	.....	do.....	do.....	do.....
	Euphemia.....	do.....	.....	do.....	do.....	do.....
	Mary Ann Carr.....	do.....	.....	do.....	do.....	do.....
	Susan Speers.....	do.....	.....	do.....	do.....	do.....
	J. R. Thomas.....	do.....	.....	do.....	do.....	do.....
	Washington.....	do.....	.....	do.....	do.....	do.....
	Blue Bird.....	do.....	.....	do.....	do.....	do.....
	Fair Lady.....	do.....	.....	do.....	do.....	do.....
	Earl Multon.....	do.....	.....	do.....	do.....	do.....
	W. B. Crawford.....	do.....	.....	do.....	do.....	do.....
	Silver Creek.....	do.....	.....	do.....	do.....	do.....
	Alice D. Louisa.....	do.....	.....	do.....	do.....	do.....
	American Eagle.....	do.....	.....	do.....	do.....	do.....
	L. H. Vanderipe.....	do.....	.....	do.....	do.....	do.....
	Mary Ann Carr.....	do.....	.....	do.....	do.....	do.....
	White.....	do.....	.....	do.....	do.....	do.....
	Kirkpatrick.....	do.....	.....	do.....	do.....	do.....
	Iroquois.....	do.....	.....	do.....	do.....	do.....
	Bridget Buckley.....	do.....	.....	do.....	do.....	do.....
	Dirigo.....	Bark.....	.....	do.....	do.....	Mackay & Barker.....
	Silver Magnet.....	Schooner.....	.....	do.....	do.....	Joel F. Sheppard.....
	Harp.....	Brig.....	.....	do.....	do.....	Killham, Loudon & Co.....
	Carroll.....	Schooner.....	.....	do.....	do.....	Charles M. Barlow.....
	Hudson.....	Propeller.....	.....	do.....	do.....	R. Riker.....
	Tom Wood.....	Schooner.....	.....	do.....	do.....	J. Maxwell.....
	Burdette Hart.....	do.....	.....	do.....	do.....	Van Brunt & Slaght.....
	John Watke.....	do.....	.....	do.....	do.....	do.....
	Ella Maria.....	do.....	.....	do.....	do.....	Jas. W. Elwell & Co.....
	Mary Flower.....	do.....	.....	do.....	do.....	James M. Hagar.....
	Gen'l McClellan.....	Barge.....	.....	do.....	do.....	Charles G. Wheeler.....
	Gen'l McClellan.....	do.....	.....	do.....	do.....	do.....
	Birchard & Torrey.....	Brig.....	.....	do.....	do.....	do.....
	John Maloney.....	Barge.....	.....	do.....	do.....	James Maloney.....
	W. H. Ruton.....	Schooner.....	.....	do.....	do.....	A. C. Wood.....
	B. F. Enos.....	Barge.....	.....	do.....	do.....	Bishop, Son & Co.....
	Edwin Forrest.....	Tug.....	.....	Apr. 15, 1865	Apr. 15, 1865	Easton McMaston.....
	Edwin Forrest.....	Propeller.....	.....	Unknown..	Unknown..	Benj. J. Peters.....
	Edwin Forrest.....	do.....	.....	do.....	do.....	Charles G. Ash.....
	Edwin Forrest.....	do.....	.....	do.....	do.....	Thomas Griffin.....
	Portland S. P. Co.....	Canal-boat.....	.....	do.....	do.....	William Weeks.....
	Portland S. P. Co.....	do.....	.....	do.....	do.....	do.....
	Portland S. P. Co.....	do.....	.....	do.....	do.....	D. F. Millett.....
	E. W. Griffin.....	do.....	.....	do.....	do.....	Thos. W. Griffin.....
	Rhinebeck.....	Barge.....	.....	do.....	do.....	Riker & Son.....
	Laffrienier.....	Schooner.....	.....	do.....	do.....	Riker & Drayton.....
	Mary Ann Carr.....	Barge.....	.....	do.....	do.....	McFadden & Thomp- son.
	Anthony Christian.....	do.....	.....	do.....	do.....	do.....
	Samuel Allen.....	do.....	.....	do.....	do.....	do.....
	M. Campbell.....	do.....	.....	do.....	do.....	do.....
	T. Parsons.....	do.....	.....	do.....	do.....	do.....
	Susan Speers.....	do.....	.....	do.....	do.....	do.....
	Fielding City.....	do.....	.....	do.....	do.....	do.....
	Gen. W. Stahl.....	do.....	.....	do.....	do.....	do.....
	Bayler Kinne.....	do.....	.....	do.....	do.....	do.....
	Yazoo.....	do.....	.....	do.....	do.....	do.....
	Rienbar.....	do.....	.....	do.....	do.....	do.....
	E. Kette.....	do.....	.....	do.....	do.....	do.....
	Armenia.....	do.....	.....	do.....	do.....	do.....
	David Lacy.....	do.....	.....	do.....	do.....	do.....
	Andrew Buckley.....	do.....	.....	do.....	do.....	do.....
	Happy Return.....	do.....	.....	do.....	do.....	do.....
	Gen'l Meade.....	do.....	.....	do.....	do.....	do.....
	Doane Easter.....	do.....	.....	do.....	do.....	do.....
	M. H. Stevenson.....	Brig.....	.....	do.....	do.....	Cloney, Ray & Co.....
	Ironton.....	do.....	.....	do.....	do.....	do.....
	N. S. Rine.....	Schooner.....	.....	do.....	do.....	B. F. Small & Co.....
	Iris.....	do.....	.....	do.....	do.....	H. Applegarth & Sons.....
	James E. Price.....	do.....	.....	do.....	do.....	do.....
	Elite.....	do.....	.....	do.....	do.....	do.....
	North Carolina.....	do.....	.....	do.....	do.....	do.....
	Swan.....	do.....	.....	do.....	do.....	do.....
	Narcissa.....	do.....	.....	do.....	do.....	do.....
	Oceania.....	do.....	.....	do.....	do.....	do.....
	Jennie Day.....	do.....	.....	do.....	do.....	do.....

by the Quartermaster's department, &c.—Continued.

Where charter money is payable.	Rate of pay. (Hay, per ton; corn and oats, per bushel.)	Amount paid.	Amount unpaid.	Total earnings.	Remarks.
New York....	Hay, \$4	\$252 59		\$252 59	
do.....	Hay, \$4	454 73		454 73	
do.....	Hay, 4	274 06		274 06	
do.....	Hay, 4	325 74		325 74	
do.....	Hay, 4	267 34		267 34	
do.....	Hay, 4	280 74		280 74	
do.....	Hay, 4	399 15		399 15	
do.....	Hay, \$4	241 28		241 28	
do.....	Hay, 4	300 57		300 57	
do.....	Hay, 4	273 24		273 24	
do.....	Hay, \$4	395 92		395 92	
do.....	Hay, 4	226 95		226 95	
do.....	Hay, 4	264 71		264 71	
do.....	Hay, 4	225 56		225 56	
do.....	Hay, \$4	305 55		305 55	
do.....	Hay, 3	243 46		246 19	\$2 73 deduction.
do.....	Oats, 3c; hay, \$4	333 47		333 47	
do.....	Oats, 3c; hay, \$5 50	363 97		363 97	
do.....	Hay, \$4	277 75		277 75	
do.....	Hay, 4	246 70		246 70	
do.....	\$105 04 per day	3,494 91		3,494 91	
do.....	Oats, 7c; hay, \$10	1,387 14		1,387 14	\$248 22 demurrage.
do.....	Oats, 11c; hay, \$15	1,121 44		1,121 44	
do.....	Hay, \$8 50	426 09		426 09	\$25 01 demurrage.
do.....	Hay or straw, \$2 50	397 94		397 94	
do.....	Hay, \$2 50	264 14		264 14	
do.....	\$55 20 per day	3,327 05		3,327 05	59.54 days, at \$55 20; towage, \$56 70.
do.....	Oats, 7c; hay, \$8	1,111 82		1,111 82	\$213 87 demurrage.
do.....	Hay, \$7	1,036 83		1,036 83	
do.....	\$120 per day	7,753 47		7,753 47	62 days, at \$120; \$313 47 towage.
do.....	Corn, 4c; oats, 3c	240 72		240 72	
do.....	Oats, 4c	198 52		198 52	
do.....	Oats, 7c; hay, \$6	719 00		719 00	\$214 80 demurrage.
do.....	Hay or straw, \$4	260 99		260 99	
do.....	Oats, 9c; hay, \$14	942 27		942 27	
do.....	Hay, \$2 90	6 20		176 92	\$170 72 deduction.
do.....	Hay, 4	5 00		5 00	
do.....	Hay, 4	23 00		23 00	Towing.
do.....	Hay, 4	166 00		166 00	Do.
do.....	Hay, 4	40 00		40 00	Do.
do.....	Hay, 4	228 44		228 44	3 car loads of oats.
do.....	Hay, 4	1,471 21		1,471 21	19 car loads of oats.
do.....	Hay, 4	68 45		68 45	113 bales of bags and towing.
do.....	Corn, 16½c	1,940 34		1,948 00	\$770 back charges; \$23 towage; \$7 66 deduction.
do.....	Hay, \$2 50	355 82		355 82	
do.....	Corn, 9c; oats, 8c	1,285 69		1,290 69	\$5 00 deduction.
do.....	Oats, 3c; hay, \$3 25	355 00		596 87	241 87 deduction.
do.....	Hay, \$4	285 56		285 56	
do.....	Hay, 4	327 68		327 68	
do.....	Hay, 4	282 91		282 91	
do.....	Hay, \$4	250 88		250 88	
do.....	Hay, 4	257 18		257 18	
do.....	Hay, \$4	302 40		302 40	
do.....	Hay, 4	273 73		273 73	
do.....	Hay, 4	281 94		281 94	
do.....	Hay, 4	273 55		273 55	
do.....	Hay, 4	277 41		277 41	
do.....	Hay, 4	279 56		279 56	
do.....	Hay, 4	318 52		318 52	
do.....	Hay, 4	279 38		279 38	
do.....	Hay, 4	255 37		255 37	
do.....	Hay, 4	301 70		301 70	
do.....	Hay, 4	253 47		253 47	
do.....	Hay, 4	262 49		262 49	
do.....	Oats, 7c; hay, \$7	1,179 06		1,179 06	
do.....	Oats, 7c; hay, \$10	748 95		748 95	
do.....	Hay, \$12; straw, \$16	1,272 37		1,272 37	\$59 51 demurrage.
do.....	Oats, 7c	520 08		520 08	
do.....	Oats, 7c	367 71		367 71	
do.....	Oats, 6½c	421 40		421 40	
do.....	Oats, 6½c	482 86		482 86	
do.....	Oats, 6½c	593 04		593 04	
do.....	Oats, 7c	410 03		410 03	
do.....	Oats, 6½c	489 06		489 06	
do.....	Oats, 8c; corn, 7c; hay, \$7	1,249 25		1,249 25	\$262 35 demurrage.

No. 56.—Statement of vessels chartered, impressed, or employed

Name of officer.	Name of vessel.	Class.	Tons and 95ths.	Date of entry into service.	When char- tered, im- pressed, or employed.	By whom put into service.
Col. S. L. Brown— Continued.	Pearl	Schooner .....	.....	Unknown ..	Unknown ..	Van Brunt & Slaght ..
	S. S. Duras	do .....	.....	do	do	S. S. Duras
	Chas. Dennie	do .....	.....	do	do	do
	Ira McLoud	Brig .....	.....	do	do	D. S. Stetson & Co. ..
	J. J. Spencer	Schooner .....	.....	do	do	do
	Folding City	Barge .....	.....	do	do	Patrick Mulheron
	Amazon	do .....	.....	do	do	Robert Davidson
	North Carolina	Schooner .....	.....	do	do	W. Applegarth & Son ..
	Ashland	do .....	.....	do	do	do
	Robt. E. Pecker	do .....	.....	do	do	J. R. Monson
	Christiana	do .....	.....	do	do	Kelsey & Gray
	Asa Ames	do .....	.....	do	do	Samuel Weltch
	Farmerlain	do .....	.....	do	do	Kilham, Loudon & Co ..
	Jas. Satterthwaite	do .....	.....	do	do	Cheney, Ray & Co.
	H. H. Cleveland	do .....	.....	do	do	N. P. Buck
	D. G. Henitte	Barge .....	.....	do	do	Marcus Parker
	.....	do .....	.....	do	do	do
	J. G. Wharton	do .....	.....	do	do	John O'Brien
	Fred. Burnett	do .....	.....	do	do	Michael Reiz
	J. P. Auger	do .....	.....	do	do	Baker Bros.
	Lotte Klots	do .....	.....	do	do	D. S. Stetson
	N. Berry	do .....	.....	do	do	Nelson Godfrey
	Marschell Dutch	Schooner .....	.....	do	do	Pendleton, Rose & Co ..
	Nancy R. Hogan	do .....	.....	do	do	do
	S. A. May	do .....	.....	do	do	Baker & Humphrey ..
	.....	Canal-boat .....	.....	do	do	A. Lippett
	Lawrence	Ship .....	.....	do	do	Kilham, Loudon & Co ..
	Kendrick Fish	Schooner .....	.....	do	do	do
	G. A. Austin	do .....	.....	do	do	do
	Charlotte Fish	do .....	.....	do	do	do
	Damon	do .....	.....	do	do	do
	M. E. Ainslen	do .....	.....	do	do	do
	Whitney Long	do .....	.....	do	do	do
	James House	do .....	.....	do	do	do
	Ottoman	do .....	.....	do	do	do
	Joseph Warren	do .....	.....	do	do	do
	S. Weldon	do .....	.....	do	do	do
	Eureas	do .....	.....	do	do	do
	Wm. S. Long	do .....	.....	do	do	do
	Express	do .....	.....	do	do	do
	Richmond	Brig .....	.....	do	do	do
	Triumph	Schooner .....	.....	do	do	do
	H. Newell	do .....	.....	do	do	do
	Josiah Whitehouse	do .....	.....	do	do	Kelsey & Gray
	Ambrose Light	Brig .....	.....	do	do	do
	Ezra Harwood	Schooner .....	.....	do	do	do
	Sedona	do .....	.....	do	do	do
	J. G. Rippler	Barge .....	.....	do	do	McFadden & Thomp- son.
	Anna Agan	do .....	.....	do	do	do
	M. Collins	do .....	.....	do	do	do
	L. H. Vandunper	do .....	.....	do	do	do
	Orville	Schooner .....	.....	do	do	N. Smith & Son
	J. P. Auger	do .....	.....	do	do	Abel Abbott
	J. B. Litchfield	do .....	.....	do	do	Samuel Weltch
	Lola Montez	do .....	.....	do	do	Dan. Draper & Sons ..
	Russian	Brig .....	.....	do	do	Thos. C. Porter
	S. D. Wilder	Schooner .....	.....	do	do	Gidden & Williams ..
	Flora A. Sawyer	do .....	.....	do	do	J. Dunham
	Ophia	do .....	.....	do	do	do
	Mary D. Haskell	do .....	.....	do	do	Franklin Curtis
	Adrianna	do .....	.....	do	do	Humphrey, Fisk & Co ..
	Adrianna	do .....	.....	do	do	do
	Charles Whealt	do .....	.....	do	do	Kilham, Loudon & Co ..
	Matilda	do .....	.....	do	do	do
	Cyrus Forest	do .....	.....	do	do	do
	Redington	do .....	.....	do	do	do
	Chesapeake	Brig .....	.....	do	do	do
	Abner Taylor	do .....	.....	do	do	do
	Georgia	Schooner .....	.....	do	do	do
	R. E. Pecker	do .....	.....	do	do	do
	Hannibal	do .....	.....	do	do	do
	New Globe	do .....	.....	do	do	do
	Joseph Fish	do .....	.....	do	do	do
	Whitaker	Brig .....	.....	do	do	do
	Olgonza	Schooner .....	.....	do	do	do
	J. V. Wellington	do .....	.....	do	do	do
	Catharine	Brig .....	.....	do	do	B. F. Taylor

by the Quartermaster's department, &c.—Continued.

Where charter money is payable.	Rate of pay. (Hay, per ton; corn and oats, per bushel.)	Amount paid.	Amount unpaid.	Total earnings.	Remarks.
New York....	Corn, 8c; oats, 7c; hay, \$7	\$823 70		\$823 70	\$171 87 demurrage.
do.....	Corn, 11½c; oats, 10½c	3,471 96		3,471 96	956 05 demurrage.
do.....	Oats, 6c; hay, \$9	2,394 14		2,394 14	1,385 28 demurrage.
do.....	Corn, 9c; oats, 9c	3,432 81		3,432 81	1,008 68 demurrage.
do.....	Corn, 9c; oats, 9c; hay, \$8	1,775 85		1,775 85	430 00 demurrage.
do.....	Hay, \$4	263 60		263 60	
do.....	Hay, \$4	195 13		275 14	80 01 deduction.
do.....	Corn, 8c	389 56		389 56	
do.....	Corn, 8c	473 45		473 45	161 10 demurrage.
do.....	Hay, \$12	1,107 45		1,183 59	76 14 deduction.
do.....	Hay, \$11 50	803 10		803 10	96 84 demurrage.
do.....	Oats, 8c; hay, \$8	1,447 32		1,447 32	144 76 demurrage.
do.....		5,000 00		5,000 00	Cargo not specified.
do.....	Oats, 7c; hay, \$10	1,443 67		1,443 67	\$101 00 demurrage.
do.....	Corn, 8c; oats, 7c; hay, \$7	1,210 46		1,210 46	458 99 demurrage.
do.....	Oats, 3c; hay, \$4	547 92		547 92	
do.....					
do.....	Oats, 4c	227 64		227 64	
do.....	Oats, 3c	165 34		165 34	
do.....	Oats, 7c; hay, \$7	1,065 82		1,126 52	156 82 demurrage; \$60 70 deduc'n.
do.....	Corn, 9c; oats, 9c	2,616 16		2,616 16	134 66 demurrage.
do.....	Hay, \$10	410 19		410 19	44 62 demurrage.
do.....	Oats, 8c; hay, \$8	1,449 73		1,449 73	430 84 demurrage.
do.....	Oats, 8c; hay, \$8	1,276 71		1,270 71	300 34 demurrage.
do.....	Oats, 7c; hay, \$10	1,549 62		1,549 62	286 65 demurrage.
do.....	Hay, \$7	334 86		334 86	
do.....		4,932 74		4,932 74	432 74 demurrage.
do.....	Oats, 9c; hay, \$9	1,173 78		1,173 78	
do.....	Oats, 7c; hay, \$10	1,156 83		1,156 83	
do.....	Hay, \$9 and \$12	2,057 56		2,057 56	754 45 demurrage.
do.....	Oats, 7c; hay, \$6 and \$10	999 22		999 22	193 06 demurrage.
do.....	Oats, 8c	2,008 12		2,008 12	438 19 demurrage.
do.....	Oats, 8c; hay, \$8	2,444 10		2,444 10	381 00 demurrage.
do.....	Hay, \$7 and \$10	305 00		305 00	
do.....	Oats, 9c; hay, \$11 80	950 00		950 00	
do.....	Oats, 9c	2,557 94		2,557 94	
do.....	Oats, 7c; hay, \$7	984 89		984 89	145 50 demurrage.
do.....	Oats, 7c; hay, \$7	1,140 68		1,140 68	157 56 demurrage.
do.....	Oats, 7c	1,560 71		1,560 71	426 71 demurrage.
do.....	Oats, 7c; hay, \$7	2,270 10		2,345 88	75 78 deduc'n; \$968 30 demurrage.
do.....	Oats, 7½c	2,311 98		2,311 98	659 35 demurrage.
do.....	Oats, 7c	1,003 55		1,003 55	129 80 demurrage.
do.....	Oats, 7c; hay, \$7	810 70		810 70	51 02 demurrage.
do.....	Hay, \$7 25	1,245 42		1,245 42	127 73 demurrage.
do.....	Hay, \$10 50	1,325 52		1,325 52	261 87 demurrage.
do.....	Oats, 6c; hay, \$9 and \$5	1,068 34		1,068 34	399 30 demurrage.
do.....	Hay, \$10	867 24		867 24	
do.....	Hay, \$4	263 92		263 92	
do.....					
do.....	Oats, 3c	210 42		210 42	
do.....	Hay, \$4	260 40		260 40	
do.....	Hay, \$4	122 19		303 49	181 30 deduction.
do.....	Hay, \$7	1,043 43		1,043 43	
do.....	Hay, \$8	1,890 34		1,890 34	606 02 demurrage.
do.....	Oats, 8c; hay, \$9	1,786 00		1,786 00	311 76 demurrage.
do.....	Oats, 7c; hay, \$7	305 67		305 67	
do.....	Hay, \$12	973 15		973 15	
do.....	Hay, \$12	1,159 00		1,159 00	
do.....	Oats, 9c; hay, \$9	767 50		767 50	\$8 27 demurrage.
do.....	Oats, 9c; hay, \$9	1,169 53		1,169 53	357 61 demurrage.
do.....	Oats, 8c	2,297 24		2,297 24	
do.....	Oats, 7c; hay, \$7	856 80		856 80	94 66 demurrage.
do.....	Oats, 8c	1,133 27		1,133 27	
do.....	Oats, 8c; hay, \$14	1,119 94		1,119 94	76 44 demurrage.
do.....	Oats, 9c	1,319 99		1,319 99	118 16 demurrage.
do.....	Oats, 9c; hay, \$9	2,201 05		2,201 05	1,084 87 demurrage.
do.....	Oats, 9c; hay, 9	1,183 10		1,183 10	
do.....	Oats, 7c; hay, 7	1,517 70		1,517 70	172 72 demurrage.
do.....	Oats, 9c; hay, 9	1,458 68		1,458 68	391 50 demurrage.
do.....	Oats, 9c; hay, 9	1,151 87		1,151 87	310 83 demurrage.
do.....	Oats, 9c; hay, 9	1,978 56		1,978 56	467 27 demurrage.
do.....	Oats, 8c; hay, 9	1,296 13		1,296 13	362 86 demurrage.
do.....	Oats, 9c; hay, 9	1,267 60		1,267 60	353 14 demurrage.
do.....	Oats, 9c; hay, 9	1,638 10		1,638 10	323 48 demurrage.
do.....	Hay, \$8 and \$14	1,779 24		1,779 24	816 13 demurrage.
do.....	Hay, \$17	1,161 24		1,161 24	
do.....	Oats, 9c	2,052 97		2,052 97	351 47 demurrage.
do.....	Hay, \$9	1,066 38		1,066 38	

No. 56.—Statement of vessels chartered, impressed, or employed

Name of officer.	Name of vessel.	Class.	Tons and 95ths.	Date of entry into service.	When char- tered, im- pressed, or employed.	By whom put into service.
Col. S. L. Brown— Continued.	Northampton	Ship		Unknown . .	Unknown . .	Houghton & Bros
	Mary S. Lunt	Schooner		do	do	Chas. Lunt
	G. A. Bailey	do		do	do	W. F. Freeman
	Deme	Bark		do	do	Kilham, Loudon & Co. . . .
	J. Richmond	do		do	do	Peck & Dewell
	Mary Standish	Schooner		do	do	Crowell & Collins
		Tug		May 10, 1865	May 10, 1865	S. P. Pine
	Portland S. P. Co. . . .	Canal-boats				Wm. Weeks
	J. R. Baldwin	Barge		Unknown . .	Unknown . .	Reynolds Stringerland . . .
	Philip Laraber	Brig		do	do	Kilham, Loudon & Co. . . .
	Calmuck	do		do	do	Chas. H. Chase
	Wm. Jones	Schooner		do	do	John S. Emery & Co. . . .
	J. Elliot	do		do	do	A. J. Benyon
	Ella	do		do	do	Sam Welch & Co.
	Nonpariel	Bark		do	do	Cheaney, Ray & Co. . . .
	Caroline	do		do	do	Abner Pomeroy
	E. A. Delunt	Schooner		do	do	Kilham, Loudon & Co. . . .
	Louis Walsh	do		do	do	J. S. Emery & Co.
	Camina	Brig		do	do	Ed. D. Peters
Capt. L. S. Van Vliet.	Jennie Lind	Steamboat	112	Jan. 16, 1864	Jan. 16, 1864	Capt. G. L. Ford
	Silver Wave	do	303	July 22, 1864	July 22, 1864	do
	Freestone	do	153	Aug. 3, 1864	Aug. 3, 1864	do
	Nevada	do	299	Aug. 24, 1864	Aug. 24, 1864	do
	Hoenyed	do	Unk'n	Aug. 28, 1864	Aug. 28, 1864	do
	Des Moines	do	297	Aug. 29, 1864	Aug. 29, 1864	do
	Cheesman	do	282	Aug. 29, 1864	Aug. 29, 1864	do
	Jennie Hubbs	do	247	Sep. 1, 1864	Sep. 1, 1864	Capt. Van Vliet
	J. D. Perry	do	382	Sep. 1, 1864	Sep. 1, 1864	do
	Robert Emmet	do	Unk'n	Sep. 1, 1864	Sep. 1, 1864	do
	Mattie	do	150	Sep. 1, 1864	Sep. 1, 1864	do
	Jas. Watson	do	202	Sep. 1, 1864	Sep. 1, 1864	do
	Darling	do	380	Sep. 1, 1864	Sep. 1, 1864	do
	War Eagle	do	327	Sep. 2, 1864	Sep. 2, 1864	do
	Elwood	do	170	July 1, 1864	July 1, 1864	Capt. G. L. Ford
	Lady	do	Unk'n	Sep. 2, 1864	Sep. 2, 1864	Capt. Van Vliet
	St. Patrick	do	432	Sep. 2, 1864	Sep. 2, 1864	do
	Emma No. 2	do	194	Sep. 20, 1864	Sep. 20, 1864	do
	Bostona No. 2	do	304	Sep. 1, 1864	Sep. 1, 1864	do
	Freestone	do	153	Oct. 19, 1864	Oct. 19, 1864	do
	Hoenyed	do	Unk'n	Oct. 20, 1864	Oct. 20, 1864	do
	Pocahontas	do	184	Oct. 18, 1864	Oct. 18, 1864	do
	Commercial	do	295	Oct. 20, 1864	Oct. 20, 1864	do
	T. L. McGill	do	Unk'n	Oct. 17, 1864	Oct. 17, 1864	do
	City of Alton	do	684	Oct. 18, 1864	Oct. 18, 1864	do
	M. R. Chuck	do	100	Nov. 26, 1864	Nov. 26, 1864	do
	Elwood	do	170	Nov. 25, 1864	Nov. 25, 1864	do
	Pocahontas	do	184	Nov. 29, 1864	Nov. 29, 1864	do
	Fanny Ogden	do	405	Nov. 29, 1864	Nov. 29, 1864	do
	M. S. N-pham	do	Unk'n	Nov. 28, 1864	Nov. 28, 1864	do
	Pocahontas	do	184	Dec. 23, 1864	Dec. 23, 1864	do
	Leonora	do	264	Sep. 1, 1864	Sep. 1, 1864	Capt. J. H. Pratt
	Joab Lawrence	do	Unk'n	Jan. 1, 1865	Jan. 1, 1865	Capt. L. S. Van Vliet . . .
	Sunny South	do	320	Jan. 3, 1865	Jan. 3, 1865	do
	Marble City	do	Unk'n	Jan. 2, 1865	Jan. 2, 1865	do
	Sally List	do	229	Jan. 3, 1865	Jan. 3, 1865	do
	Elwood	do	170	Jan. 13, 1865	Jan. 13, 1865	do
	St. Cloud	do	350	Jan. 16, 1865	Jan. 16, 1865	do
	Glendale	do	395	Jan. 17, 1865	Jan. 17, 1865	do
	Marie Deming	do	870	Jan. 23, 1865	Jan. 23, 1865	do
	Wm. Wallace	do	Unk'n	Mar. 22, 1865	Mar. 22, 1865	do
	Sally List	do	229	Apr. 18, 1865	Apr. 18, 1865	do
	Dove	do	224	Apr. 18, 1865	Apr. 18, 1865	do
	Sunny South	do	320	June 13, 1865	June 13, 1865	do
	Hampton Belle	do	145	June 1, 1865	June 1, 1865	Capt. J. H. Pratt
	Hampton Belle	do	145	June 17, 1865	June 17, 1865	Capt. L. S. Van Vliet . . .
	C. E. Hillman	do	432	June 13, 1865	June 13, 1865	do
	S. B. Young	do	Unk'n	June 16, 1865	June 16, 1865	do
	Rose Hambleton	do	154	June 19, 1865	June 19, 1865	do
	Golden Era	do	250	June 19, 1865	June 19, 1865	do
	Belfast	do	198	June 27, 1865	June 27, 1865	do
	Shingis	Tow-boat	184	Jan. 17, 1865	Jan. 17, 1865	do
	Diana	do	167	June 28, 1865	June 28, 1865	do
	Baltimore	do	Unk'n	June 28, 1865	June 28, 1865	do
	Coal Flat	Coal-boat	do	Sep. 1, 1864	Sep. 1, 1864	do
	Pontiac No. 2	Model barge	do	Jan. 8, 1865	Jan. 8, 1865	do
	Jerry	do	do	Jan. 8, 1865	Jan. 8, 1865	do
	Sunshine	do	do	Jan. 8, 1865	Jan. 8, 1865	do

by the Quartermaster's department, &c.—Continued.

Where charter money is payable.	Rate of pay. (Hay, per ton; corn and oats, per bushel.)	Amount paid.	Amount unpaid.	Total earnings.	Remarks.
New York.	Straw, \$20; hay, \$12.	\$11,341 40		\$11,341 40	\$2,788 45 demurrage.
do.	Oats, 7c; hay, \$7.	647 66		647 66	125 25 demurrage.
do.	Straw, \$8; hay, \$12.	1,126 90		1,126 90	
do.	Oats, 15c.	762 21		762 21	199 04 demurrage.
do.	Corn, 4c; oats, 3c.	254 25		254 25	
do.	Corn, 9c; oats, 9c.	2,389 84		2,389 84	844 41 demurrage.
do.		4 50		4 50	Towing.
do.		19 80		19 80	32 bbs. bags.
do.	Hay or oats, \$2 50.	544 62		544 62	
do.	Oats, 15c; hay, \$10.	3,712 41		3,712 41	\$931 85 demurrage.
do.	Oats, 14c.	3,747 62		3,747 62	772 45 demurrage.
do.	Oats, 9c; hay, \$9.	1,364 31		1,364 31	173 18 demurrage.
do.	Oats, 9c; hay, 9.	2,021 93		2,021 93	
do.	Oats, 9c; hay, 9.	1,893 61		1,893 61	443 46 demurrage.
do.	Oats, 15c.	4,334 53		4,352 28	542 98 demur'ge; \$17 75 deduct'n.
do.	Hay, \$9.	766 59		766 59	
do.	Hay, 9.	1,718 49		1,718 49	
do.	Hay, 8.	259 56		259 56	
do.	Oats, 9c; hay, \$9.	1,461 35		1,461 35	246 71 demurrage.
St. Louis, Mo.					Discharged June 8, 1865.
do.					Discharged Sept. 15, 1864, 4 p. m.
do.					Discharged October 5, 1864, 6 a. m.
do.					Discharged Sept. 23, 1864, 4 p. m.
do.					Discharged Sept. 11, 1864, 10 a. m.
do.					Discharged Sept. 17, 1864, 8 p. m.
do.					Discharged Sept. 13, 1864, 1 p. m.
do.					Discharged Sept. 19, 1864, 12 m.
do.					Discharged Sept. 13, 1864, 6 a. m.
do.					Discharged Sept. 9, 1864, 9 a. m.
do.					Discharged October 8, 1864, 9 a. m.
do.					Discharged Sept. 13, 1864, 1 p. m.
do.					Discharged Sept. 12, 1864, 6 p. m.
do.					Discharged Sept. 17, 1864, 9 p. m.
do.					Discharged October 5, 1864, 10 a. m.
do.					Discharged Nov. 28, 1864, 6 a. m.
do.					Discharged Sept. 14, 1864, 8 p. m.
do.					Discharged January 10, 1865, 12 m.
do.					Discharged Sept. 18, 1865, 10 p. m.
do.					Discharged October 21, 1865, 12 m.
do.					Do.
do.					Do.
do.					Do.
do.					Discharged October 22, 1865, 12 m.
do.					Discharged Nov. 17, 1865, 1 p. m.
do.					Discharged January 13, 1865, 11 a. m.
do.					Discharged Nov. 29, 1864, 12 m.
do.					
do.					Discharged December 2, 1864.
do.					Discharged June 7, 1865, 7 a. m.
do.					Discharged Dec. 26, 1864, 12 m.
do.					Discharged June 11, 1865, 12 m.
do.					Discharged January 27, 1865.
do.					Discharged January 12, 1865, 12 m.
do.					Discharged January 31, 1865, 8 p. m.
do.					Discharged January 21, 1865, 11 a. m.
do.					Discharged January 26, 1865, 8 p. m.
do.					Discharged January 20, 1865, 12 m.
do.					
do.					Discharged March 24, 1865, 4 a. m.
do.					Discharged April 23, 1865, 4 p. m.
do.					Do.
do.					Discharged June 8, 1865.
do.					
do.					
do.					
do.					
do.					
do.					
do.					
do.					Discharged June 12, 1865, 11 a. m.
do.					Discharged March 7, 1865, 6 p. m.
Memphis.	5 00 per day.	147 50		147 50	Discharged Sept. 30, 1864.
do.	20 00 do.	1,660 00		1,660 00	Discharged March 31, 1865.
do.	20 00 do.	1,660 00		1,660 00	Do.
do.	20 00 do.	1,660 00		1,660 00	Do.

No. 56.—*Statement of vessels chartered, impressed, or employed*

Name of officer.	Name of vessel.	Class.	Tons and 95ths.	Date of entry into service.	When char- tered, im- pressed, or employed.	By whom put into service.
Capt. Homer A. Cook, <i>a. g. m.</i>	Trumpeter	Side-w. st'r	157. 18	Nov. 19, 1863	.....	Brig. Gen. D. H. Rucker
	General Berry	do	144. 17	Sep. 2, 1863	.....	Capt. W. W. McKim
	Princess	Steamer	107	May 27, 1864	May 27, 1864	Capt. L. M. Brooks
Capt. J. J. McClel- lan, <i>a. g. m.</i>	G. W. Reynolds	do	133. 65	Mar. 16, 1864	Mar. 16, 1864	Capt. J. J. McClellan
	Clinton	do	Unk'n	Apr. 10, 1864	Apr. 10, 1864	do
	General Burnside	Tug	do	Oct. 5, 1864	Oct. 5, 1864	Lieut. N. C. Strong
Capt. Jas. P. Low, <i>a. g. m.</i>	General Lyons	do	do	Nov. 15, 1864	Nov. 15, 1864	Capt. J. J. McClellan
	No name	Tow-boat	do	Nov. 21, 1864	Nov. 21, 1864	do
	Whittleson	do	do	Dec. 1, 1864	Dec. 1, 1864	do
Capt. T. B. Hunt, <i>a. g. m.</i>	Wyandotte	do	do	Apr. 11, 1865	Apr. 11, 1865	do
	Enoch Dean	Side-w. st'r	193	.....	.....	.....
	John Adams	Ferry-boat	447	.....	.....	.....
Capt. T. B. Hunt, <i>a. g. m.</i>	Alice	Steamer	150	June 3, 1865	June 3, 1865	Capt. T. B. Hunt
	Annie Laurie	Steamboat	407	July 2, 1865	July 2, 1865	
	Arzon'a	do	450	June 17, 1865	June 17, 1865	
Capt. T. B. Hunt, <i>a. g. m.</i>	Argonaut No. 2	do	240	Apr. 24, 1865	Apr. 24, 1865	do
	Bertha	do	475	June 2, 1865	June 2, 1865	do
	Bertha	do	475	Mar. 30, 1865	Mar. 30, 1865	do
Capt. T. B. Hunt, <i>a. g. m.</i>	Bertha	do	475	June 15, 1865	June 15, 1865	do
	Bertha	do	475	June 4, 1865	June 4, 1865	do
	Blackford	do	400	Mar. 20, 1865	Mar. 20, 1865	do
Capt. T. B. Hunt, <i>a. g. m.</i>	Blackford	do	400	June 4, 1865	June 4, 1865	do
	Bostona No. 3	do	600	June 4, 1865	June 4, 1865	do
	Bostona No. 3	do	600	June 11, 1865	June 11, 1865	do
Capt. T. B. Hunt, <i>a. g. m.</i>	Bostona No. 2	do	450	June 19, 1865	June 19, 1865	do
	Bostona No. 2	do	450	June 3, 1865	June 3, 1865	do
	Champion	do	1,200	Jan. 16, 1865	Jan. 16, 1865	do
Capt. T. B. Hunt, <i>a. g. m.</i>	Champion	do	1,200	May 24, 1865	May 24, 1865	do
	Champion No. 6	do	.....	June 3, 1865	June 3, 1865	do
	Champion No. 7	do	500	Apr. 24, 1865	Apr. 24, 1865	do
Capt. T. B. Hunt, <i>a. g. m.</i>	Cottage No. 2	do	.....	June 4, 1865	June 4, 1865	do
	Caroline	do	400	June 2, 1865	June 2, 1865	do
	Commercial	do	500	June 2, 1865	June 2, 1865	do
Capt. T. B. Hunt, <i>a. g. m.</i>	Commercial	do	500	June 23, 1865	June 23, 1865	do
	Camelia	do	395	June 3, 1865	June 3, 1865	do
	Citizen	do	500	May 23, 1865	May 23, 1865	do
Capt. T. B. Hunt, <i>a. g. m.</i>	Clifton	do	.....	June 2, 1865	June 2, 1865	do
	Duke of Argyle	do	700	Feb. 3, 1865	Feb. 3, 1865	do
	Duke of Argyle	do	700	June 2, 1865	June 2, 1865	do
Capt. T. B. Hunt, <i>a. g. m.</i>	Darling	do	700	June 2, 1865	June 2, 1865	do
	Diamond	do	650	Mar. 28, 1865	Mar. 28, 1865	Lieut. S. H. Stevens
	Emma Floyd	do	450	June 1, 1865	June 1, 1865	Capt. T. B. Hunt
Capt. T. B. Hunt, <i>a. g. m.</i>	Empire City	do	500	June 3, 1865	June 3, 1865	do
	Empire City	do	500	June 21, 1865	June 21, 1865	do
	Emerald	do	1,000	May 23, 1865	May 23, 1865	do
Capt. T. B. Hunt, <i>a. g. m.</i>	Emperor	do	500	Jan. 12, 1865	Jan. 12, 1865	Lieut. S. H. Stevens
	Ella Faber	do	350	Feb. 18, 1865	Feb. 18, 1865	do
	Ella Faber	do	350	Mar. 17, 1865	Mar. 17, 1865	do
Capt. T. B. Hunt, <i>a. g. m.</i>	Golden Era	do	450	June 6, 1865	June 6, 1865	Capt. T. B. Hunt
	Guidon	do	400	May 23, 1865	May 23, 1865	do
	Guidon	do	400	June 16, 1865	June 16, 1865	do
Capt. T. B. Hunt, <i>a. g. m.</i>	General Irwin	do	Unk'n	June 7, 1865	June 7, 1865	do
	Garrett	do	300	Apr. 9, 1865	Apr. 9, 1865	do
	Havana	do	475	June 3, 1865	June 3, 1865	do
Capt. T. B. Hunt, <i>a. g. m.</i>	Iron City	do	380	June 15, 1865	June 15, 1865	do
	Iron City	do	380	June 3, 1865	June 3, 1865	do
	J. W. Garrett	do	Unk'n	June 9, 1865	June 9, 1865	do
Capt. T. B. Hunt, <i>a. g. m.</i>	J. D. Hine	do	275	June 2, 1865	June 2, 1865	do
	J. S. Pringle	do	550	Feb. 1 to 28, 1865.	Feb. 1 to 28, 1865.	Capt. Chas. Parsons
	J. S. Pringle	do	550	Mar. 1, 1865	Mar. 1, 1865	do
Capt. T. B. Hunt, <i>a. g. m.</i>	J. P. Webb	do	.....	June 19, 1865	June 19, 1865	Capt. T. B. Hunt
	J. H. Best	do	230	June 3, 1865	June 3, 1865	do
	J. R. Gillmore	do	400	May 24, 1865	May 24, 1865	do
Capt. T. B. Hunt, <i>a. g. m.</i>	Jewess	do	400	May 29, 1865	May 29, 1865	do
	Kate Henderson	do	.....	June 4, 1865	June 4, 1865	do
	Kate Robinson	do	425	May 30, 1865	May 30, 1865	do
Capt. T. B. Hunt, <i>a. g. m.</i>	Kate Robinson	do	.....	Jan. 15, 1865	Jan. 15, 1865	Capt. J. V. Lewis
	Little Champion	do	.....	Apr. 25, 1865	Apr. 25, 1865	Capt. T. B. Hunt
	Little Champion	do	.....	July 3, 1865	July 3, 1865	do
Capt. T. B. Hunt, <i>a. g. m.</i>	Little Champion	do	.....	June 19, 1865	June 19, 1865	do
	Lady Grace	do	.....	June 2, 1865	June 2, 1865	do
	Lady Pike	do	375	May 31, 1865	May 31, 1865	do
Capt. T. B. Hunt, <i>a. g. m.</i>	Leonora No. 2	do	300	June 7, 1865	June 7, 1865	do
	Leonidas	do	600	June 3, 1865	June 3, 1865	do
	Lizzie C. Hamilton	do	.....	June 3, 1865	June 3, 1865	do

by the Quartermaster's department, &c.—Continued.

Where char- ter money is payable.	Rate of pay.	Amount paid.	Amount unpaid.	Total earnings.	Remarks.
Unknown	\$75 00 per day			\$9,412 50	
do	75 00 do			14,100 00	
Johnson's Isl'd, Ohio.	40 00 do	\$4,200 00		4,200 00	The total earnings stated are the amounts due when transferred to me, October 15, 1864, and subsequent earnings. The total earnings stated are the amounts due when transferred to me, October 15, 1864, and subsequent earnings. For one voyage. Lost April 20, 1865.
do	60 00 do	7,980 00	.....	7,980 00	
do	50 00 do	220 00	.....	220 00	
do	100 00 do	1,800 00	.....	1,800 00	
do	75 00 do	75 00	.....	75 00	
do	8 00 do	48 00	.....	48 00	
do	20 00 do	220 00	.....	220 00	
do	10 00 per voyage	10 00	.....	10 00	
do .....	.....	.....	.....	.....	
Cincinnati, O	215 00 per day	8,042 20		8,042 20	Owing to want of space, columns in which no returns are or can be made are omitted. They embrace, 1st, when chartered, &c., which is same as date of entry into service; 2d, amounts unpaid—the accounts being all settled in full; 3d, total earnings; which latter item it is impossible to obtain with any accuracy.
do	200 00 do	400 00	.....	400 00	
do	60 00 do	3,570 00	.....	3,570 00	
do	210 00 do	3,610 75	.....	3,610 75	
do	300 00 do	75 00	.....	75 00	
do	210 00 do	1,903 69	.....	1,903 69	
do	200 00 do	6,704 66	.....	6,704 66	
do	230 00 do	1,589 58	.....	1,589 58	
do	85 00 do	2,222 39	.....	2,222 39	
do	350 00 do	2,484 50	.....	2,484 50	
do	235 00 do	2,559 00	.....	2,559 00	
do	235 00 do	1,787 50	.....	1,787 50	
do	200 00 do	7,352 50	.....	7,352 50	
do	205 00 do	1,272 73	.....	1,272 73	
do	160 00 do	9,570 00	.....	9,570 00	
do	165 00 do	4,387 12	.....	4,387 12	
do	225 00 do	5,252 87	.....	5,252 87	
do	240 00 do	3,080 00	.....	3,080 00	
do	240 00 do	5,317 00	.....	5,317 00	
do	205 00 do	9,131 37	.....	9,131 37	
do	205 00 do	11,317 70	.....	11,317 70	
do	310 00 do	2,161 00	.....	2,161 00	
do	250 00 do	4,166 66	.....	4,166 66	
do	250 00 do	3,567 16	.....	3,567 16	
do	300 00 do	4,710 38	.....	4,710 38	
do	210 00 do	770 00	.....	770 00	
do	210 00 do	446 25	.....	446 25	
do	210 00 do	3,810 25	.....	3,810 25	
do	210 00 do	18,182 33	.....	18,182 33	
do	245 00 do	15,475 80	.....	15,475 80	
do	190 00 do	1,710 00	.....	1,710 00	
do	190 00 do	7,402 00	.....	7,402 00	
do	195 00 do	2,451 75	.....	2,451 75	
do	205 00 do	4,920 00	.....	4,920 00	
do	205 00 do	8,589 37	.....	8,589 37	
do	102 50 do	1,361 56	.....	1,361 56	
do	200 00 do	8,300 00	.....	8,300 00	
do	245 00 do	10,450 20	.....	10,450 20	
do	190 00 do	14,944 50	.....	14,944 50	
do	200 00 do	3,270 82	.....	3,270 82	
do	180 00 do	4,415 00	.....	4,415 00	
do	160 00 do	3,313 25	.....	3,313 25	
do	53 00 do	2,724 50	.....	2,724 50	
do	53 00 do	2,307 49	.....	2,307 49	
do	165 00 do	1,836 12	.....	1,836 12	
do	190 00 do	3,435 83	.....	3,435 83	
do	205 00 do	10,582 00	.....	10,582 00	
do	192 50 do	9,047 50	.....	9,047 50	
do	200 00 do	6,519 00	.....	6,519 00	
do	200 00 do	10,925 18	.....	10,925 18	
do	225 00 do	1,575 00	.....	1,575 00	
do	140 00 do	3,276 66	.....	3,276 66	
do	230 00 do	2,415 00	.....	2,415 00	
do	145 00 do	145 00	.....	145 00	
do	250 00 do	4,166 66	.....	4,166 66	
do	175 00 do	5,775 00	.....	5,775 00	
do	170 00 do	2,374 50	.....	2,374 50	
do	205 00 do	9,013 50	.....	9,013 50	
do	135 00 do	2,816 37		2,816 37	As per contract

No. 56.—*Statement of vessels chartered, impressed, or employed*

Name of officer.	Name of vessel.	Class.	Tons and 95ths.	Date of entry into service.	When char- tered, im- pressed, or employed.	By whom put into service.
Capt. T. B. Hunt, <i>a. q. m.</i> —Contin'd.	Lawrence	Steamboat..	450	May 23, 1865	May 23, 1865	Capt. T. B. Hunt....
	Linnje Drown	do		Feb. 8, 1865	Feb. 8, 1865	do
	Lawrence	do	450	Feb. 3, 1865	Feb. 3, 1865	Brig. Gen. R. Allen..
	Lake Erie	do	375	Mar. 27, 1865	Mar. 27, 1865	Capt. H. Raisins....
	Majestic	do	900	Jan. 16, 1865	Jan. 16, 1865	Capt. T. B. Hunt....
	Miami	do	450	May 31, 1865	May 31, 1865	do
	Melnotte	do	550	June 2, 1865	June 2, 1865	do
	Madison	do	800	June 2, 1865	June 2, 1865	do
	Minerva	do	350	June 4, 1865	June 4, 1865	do
	New York	do	400	Mar. 4, 1865	Mar. 4, 1865	do
	New York	do	400	Nov. 26, 1864	Nov. 26, 1864	Capt. J. V. Lewis....
	Nanny Byres	do	375	June 5, 1864	June 5, 1864	Capt. T. B. Hunt....
	Navigator	do	450	May 24, 1865	May 24, 1865	do
	Nightingale	do	400	May 31, 1865	May 31, 1865	do
	Nashville	do	377	June 2, 1865	June 2, 1865	do
	N. Longworth	do	900	May 26, 1865	May 26, 1865	do
	Onward	do	450	May 31, 1865	May 31, 1865	do
	Ohio No. 3	do	650	June 5, 1865	June 5, 1865	do
	Olive	do	450	June 3, 1865	June 3, 1865	do
	Phanton	do		June 6, 1865	June 6, 1865	do
	Pine Grove	do	450	June 6, 1865	June 6, 1865	do
	Prima Donna	do	500	May 14, 1865	May 14, 1865	do
	Pocahontas	do	300	June 23, 1865	June 23, 1865	do
	Peerless	do		Feb. 7, 1865	Feb. 7, 1865	Gen'l Robert Allen..
	Revenue	do	350	June 3, 1865	June 3, 1865	Capt. T. B. Hunt....
	Rob Roy	do	200	June 3, 1865	June 3, 1865	do
	Rob Moore	do	382	May 23, 1865	May 23, 1865	do
	Sherman	do	450	June 3, 1865	June 3, 1865	do
	Starlight	do	500	June 2, 1865	June 2, 1865	do
	St. Charles	do		June 3, 1865	June 3, 1865	do
	Silver Spray	do	550	June 2, 1865	June 2, 1865	do
	Swallow	do	800	Dec. 20, 1864	Dec. 20, 1864	Capt. J. B. Lewis....
	Swallow	do	800	June 1, 1865	June 1, 1865	Capt. T. B. Hunt....
	Swallow	do	800	Feb. 15, 1865	Feb. 15, 1865	do
	Tacony	do		Feb. 6, 1865	Feb. 6, 1865	Lieut. S. H. Stevens..
	T. J. Picket	do	200	June 4, 1865	June 4, 1865	Capt. T. B. Hunt....
	Telegraph	do	600	June 2, 1865	June 2, 1865	do
	Underwriter	do	900	June 3, 1865	June 3, 1865	do
	Victor No. 3	do	150	June 4, 1865	June 4, 1865	do
	Viola	do	140	June 3, 1865	June 3, 1865	do
	Victress	do	140	June 2, 1865	June 2, 1865	do
	Whale	do	300	Mar. 28, 1865	Mar. 28, 1865	do
	Wild Wagoner	do	900	June 5, 1865	June 5, 1865	do
	Westmoreland	do	1,000	June 2, 1865	June 2, 1865	do
	Wm. F. Curtis	do	400	Jan. 15, 1865	Jan. 15, 1865	Capt. Frank Earnst..

RACAPIT

Total earnings.....
Amount paid

Amount remaining unpaid

Deductions

Of the above amount was paid for demurrage

Classification of

Steamers.....
Steamboats.....
Propellers.....
Steam-barges.....
Steam-tugs.....
Water-boats.....
Canal-boats.....
Ferry-boats.....
Ships.....
Brigs.....
Barks.....
Schooners.....
Sloops.....
Barges.....
Transports, classification not specified

Total vessel

in the Quartermaster's department, &c.—Continued.

Where char- ter money is payable.	Rate of pay.	Amount paid.	Amount unpaid.	Total earnings.	Remarks.
Cincinnati, O .	\$212 50 per day....	\$10,864 06		\$10,864 06	
do.....	200 00....do.....	20,208 33		20,208 33	
do.....	225 00....do.....	5,986 57		5,986 57	
do.....	205 00....do.....	1,780 93		1,780 93	
do.....	195 00....do.....	6,792 60		6,792 60	
do.....	190 00....do.....	8,344 04		8,344 04	
do.....	225 00....do.....	10,045 50		10,045 50	
do.....	270 00....do.....	11,282 32		11,282 32	
do.....	215 00....do.....	4,377 30		4,377 30	
do.....	190 00....do.....	7,899 91		7,899 91	
do.....	190 00....do.....	18,240 00		18,240 00	
do.....	200 00....do.....	3,968 83		3,968 83	
do.....	205 00....do.....	10,577 33		10,577 33	
do.....	215 00....do.....	9,540 62		9,540 62	
do.....	205 00....do.....	1,272 73		1,272 73	
do.....	300 00....do.....	17,337 62		17,337 62	
do.....	205 00....do.....	4,364 79		4,364 79	
do.....	250 00....do.....	3,024 41		3,024 41	
do.....	210 00....do.....	5,448 25		5,448 25	
do.....	160 00....do.....	3,047 49		3,047 49	
do.....	190 00....do.....	3,016 66		3,016 66	
do.....	215 00....do.....	9,810 41		9,810 41	
do.....	190 00....do.....	3,990 66		3,990 66	
do.....	310 00....do.....	4,982 00		4,982 00	
do.....	200 00....do.....	3,554 16		3,554 16	
do.....	177 50....do.....	7,213 97		7,213 97	
do.....	212 50....do.....	10,470 87		10,470 87	
do.....	215 00....do.....	2,947 65		2,947 65	
do.....	210 00....do.....	10,618 33		10,618 33	
do.....	400 00....do.....	2,083 33		2,083 33	
do.....	215 00....do.....	5,152 50		5,152 50	
do.....	300 00....do.....	10,012 50		10,012 50	
do.....	245 00....do.....	5,333 33		5,333 33	
do.....	260 00....do.....	23,611 00		23,611 00	
do.....	245 00....do.....	4,307 91		4,307 91	
do.....	162 00....do.....	2,947 00		2,947 00	
do.....	350 00....do.....	5,745 18		5,745 18	
do.....	205 00....do.....	1,351 04		1,351 04	
do.....	150 00....do.....	3,600 00		3,600 00	
do.....	150 00....do.....	1,200 00		1,200 00	
do.....	135 00....do.....	2,849 87		2,849 87	
do.....	200 00....do.....	3,062 50		3,062 50	
do.....	350 00....do.....	4,214 58		4,214 58	
do.....	245 00....do.....	3,062 50		3,062 50	
do.....	215 00....do.....	1,728 95		1,728 95	

ULATION.

		\$9,274,017 38
	\$5,443,991 72	
	3,810,469 25	
	19,556 41	
		9,274,017 38
	168,235 36	

vessels employed.

	25
	603
	71
	8
	281
	4
	399
	6
	33
	123
	69
	1,282
	27
	738
	24
	3,693

No. 57.

FROM OFFICERS' ANNUAL REPORTS.

Statement of property captured from the enemy during the fiscal year ending June 30, 1865.

Names of officers.	Quantity and nature of articles.	Estimated value.	Remarks.
Treadway, J. D., captain and a. q. m.	57 anvils.....	\$570 00	
	204 gross buckles, assorted	41 00	
	700 currycombs.....	175 00	
	42 hoes, plantation.....	21 00	
	132 bottles ink, black.....	44 00	
	40 reams paper, cap.....	200 00	
	6 reams paper, envelope.....	60 00	
	6 quires paper, printing.....	3 00	
	36 quires paper, wrapping.....	6 00	
	425 pounds steel, cast	178 50	
	30 tacking blocks	150 00	
	500 wagon boxes	50 00	
	100 wagon hubs	50 00	
	1 circular saw and shaft.....		
	1 circular saw and bench.....		
	1 leather belt.....		
	1 lathe.....		
	1 lathe machine.....		
	2 lathe rests.....		
	1 machine knife		
	1 morticing machine		
	1 main shaft and fly-wheel.....		
	2 planing machines		
	1 steam boiler		
	1 steam engine and pipes.....		
	1 sash and moulding machine		
	5 shafts and drums.....		
	1 copper still and worm.....		
	1 tool chest		
	1 mule.....		
Mason, George W., captain and a. q. m.		10,000 00	
			100 00

Clubb, H. S., captain and a. q. m.....	23 horses	992 00 {	Captured on the campaign through Georgia and the Carolinas.
Whittlesey, H. M., captain and a. q. m.....	17,640 pounds corn	315 00	
	240 pounds fodder	1 20	
	8 grain sacks	48	
Flagg, Newton, captain and a. q. m.....	1 horse	90 00	
Ebermayer, A., lieutenant and a. q. m.....	37 horses	3,700 00	
	5 mules	625 00	
Tompkins, C. H., brevet colonel and a. q. m.....	2 jacks	500 00 {	Transferred to Treasury Department.
	2 jennies	100 00	
	372,890 pounds cotton	372,890 00	
Hade, E., captain and a. q. m.....	60 horses	1,800 00	
	2 jacks	350 00	
	42 mules	1,680 00	
Barlow, W. H., captain and a. q. m.....	13,159 pounds corn	399 50	Corn captured in August, 1864, near Atlanta, Ga., and fed to public animals. Horses captured July 22, 1864, taken up on my papers for that month, and subsequently transferred to Lieutenant C. F. Matterson, a. a. q. m. Mules and harness captured in November, 1864; disposition same as horses.
	6 sets mule lead harness, single	75 00	
	2 horses	220 00	
	1 mule	60 00	
Cadwallader, George B., captain and a. q. m.....	122,577 pounds corn .....	.....	Captured near Atlanta, Georgia, on the march.
	2,000 pounds rice .....	.....	Captured near Savannah, Ga., on the march.
	12 horses .....	.....	Captured on the march from Atlanta, Ga., to Savannah, Ga.
	37 mules .....	.....	
	2 boxes, feed .....	.....	
	12 bows, wagon .....	.....	
	2 buckets, water .....	.....	
	2 brushies, horse .....	.....	
	182,180 pounds corn .....	.....	
	2 covers, wagon .....	.....	
	2 chains, fifth, and spreaders .....	.....	
	12 chains, halter .....	.....	
	2 chains and stretchers .....	.....	
	2 currycombs .....	.....	
	306,140 pounds fodder .....	.....	
	13 horses .....	.....	
Wilson, Thomas P., captain and a. q. m.....			

No. 57.—Statement of property captured from the enemy, &c.—Continued.

Names of officers.	Quantity and nature of articles.	Estimated value.	Remarks.
Wilson, Thomas P., captain and a. q. m.....	4 single sets harness, wheel.....	.....	
	8 single sets harness, lead.....	.....	
	149 pounds harness leather.....	.....	
	97 mules.....	.....	
	112 straps, neck, and chains.....	.....	
	2 sticks, jockey.....	.....	
	8 singletrees.....	.....	
	1,316 cords wood.....	.....	
	2 wagons, army.....	.....	
	152 horses.....	\$18,240 00	
Hanna, B. J. F., captain and a. q. m.....	161 mules.....	24,150 00	
	4 oxen.....	120 00	
	20 horses.....	600 00	
How, W. Stover, captain and a. q. m.....	19 mules.....	1,235 00	
	38,383 pounds corn.....	767 66	
	15,600 feet lumber.....	156 50	
	8 horse collars.....	8 00	
	145 axe-helves.....	14 50	
Hagens, Henry, first lieutenant and a. a. q. m.....	9 adzes, coopers'.....	4 50	
	123 augers, without handles.....	30 75	
	37 augers, in bad order.....	50	
	270 auger bits, assorted.....	13 50	
	8 boats, row.....	240 00	
	4 boats, pontoon.....	80 00	
	30 buckles, harness.....	30	
	130 brushes, scrub.....	13 00	
	67 blocks.....	16 75	
	60 butts, brass.....	1 50	
	78 pairs butts, assorted.....	3 90	
	2 pounds blind hooks and staples.....	20	
	72 buttons, on plate brass.....	1 80	
	12 brass flush bolts.....	1 20	
	72 buttons on plate, japanned.....	2 16	
	6 brackets, iron.....	75	
	9 bevels.....	1 80	

34 bearings, for chain pumps.....	1	80
12 brass slide bolts, large and small.....	1	20
25 back chains, for carts.....	6	25
12 brass sash knobs.....	36	
5 bars, for opening boxes.....	1	25
216 brass-head nails.....	1	80
5 pounds brass tacks.....	1	50
144 brass screw hooks.....	1	44
144 brass wardrobe hooks.....	2	88
24 brad awls.....	24	
57 brass clothes hooks.....	1	02
552 bolts, assorted.....	28	60
144 brass turned buttons.....	4	32
550 pounds bolts.....	27	50
1 piece belting.....	10	00
50 pounds brass tacks.....	15	00
1,620 brass screw rings.....	13	35
850 pounds boiler rivets, assorted.....	127	50
4 calfskins.....	40	00
1½ pound copper bolts.....	75	
12 crank door handles.....	12	00
36 closet latches.....	3	60
1 circular-saw table, shaftings, and pulleys.....	100	00
36 cupboard locks.....	3	60
72 cabin hooks.....	3	60
36 cupboard latches.....	2	88
1,400 pounds cut nails.....	84	00
30 chest and trunk handles.....	3	00
4 chains, for chain pumps.....	2	00
2 coal-scuttles.....	10	50
1,234 currycombs.....	123	40
24 pairs calipers.....	3	60
24 carriage bolts.....	24	
2 cranks, for chain pumps.....	10	
15 chain-pump pulleys.....	75	
53 chisel handles.....	1	06
6 chalk lines, spools, and awls.....	30	
7 circular saws.....	21	
27 cupboard locks.....	2	16
260 chisels, assorted.....	26	00
25 cocks.....	50	00

No. 57.—Statement of property captured from the enemy, &c.—Continued.

Names of officers.	Quantity and nature of articles.	Estimated value.	Remarks.
Hagens, Henry first lieutenant and a. a. q. m.	50 pounds cut spikes	\$3 00	
	1 copper bolt.....	1 00	
	128 pounds cast-steel.....	25 60	
	100 pounds composition nails	25 00	
	1 check-valve and stock	20 00	
	5 pounds chalk.....	03	
	1 crosscut saw.....	1 00	
	173½ pounds chain	17 35	
	13¾ pounds copper nails	3 43	
	18 door-locks.....	1 54	
	73 door-knobs	3 65	
	48 door-knobs, with nuts	1 44	
	4 door-sheaves	1 00	
	9 draw-knives	1 35	
	144 drive-hooks.....	1 44	
	32 feet door-rail.....	3 20	
	48 escutcheons, porcelain door	1 44	
	37,500 envelopes, small.....	1,875 00	
	300 files, assorted	25 00	
	2,556 files, taper saw	213 00	
	1 foot-power mortise-machine	10 00	
	12 pairs flat hinges	1 20	
	3 pairs flush chest-handles	30	
	8 force-pumps	80 00	
	4 formers	1 00	
	890 quires foolscap paper	295 90	
	37 fireplace fenders.....	74 00	
	144 French gate-hooks	1 44	
	12 file handles	12	
	36 sets fire-irons	36 00	
	1,254 pounds flat-irons	87 78	
	1 barrel grease.....	10 00	
	4 gang-saws.....	12 00	
	5 garden-hoes	50	
	1 garden-rake	1 00	

12 pairs gate-hinges.....	12 00
46 gauges.....	4 60
60 gate and thumb-latches.....	3 00
26 grindstones, crank and roller.....	6 50
40 gouges.....	6 00
12 globe cocks.....	180 00
7 globe cocks.....	105 00
12 gate-hooks.....	12
576 hooks and eyes.....	11 52
288 hand or star-screws.....	5 76
2 hand-saw handles.....	20
12 hat and coat-hooks.....	10
11 hay forks.....	5 50
2 horse-rasps.....	50
12 harness-hooks.....	24
16 pounds hemp packing.....	6 00
2 pairs hay-hooks.....	50
1 hammer.....	25
12 catches for chain-pumps.....	24
2 knife-scouring machines.....	50
1 large tongue and grooving machine.....	50 00
1 large power mortise-machine.....	20 00
1 large planing-machine.....	100 00
1 large single mortise machine.....	25 00
9 long-handled shovels.....	4 50
40 pounds lead pipe.....	8 00
36 lamp-hooks.....	36
480 quires letter-paper.....	132 00
18 letter-books.....	75 60
27 mortise locks.....	6 69
12 mortise latches.....	2 40
40 mason's trowels, assorted.....	10 00
8 mahogany knobs.....	08
1 money safe.....	100 00
50 pounds nuts.....	7 50
12 quires note-paper.....	1 80
40 oars.....	20 00
48 quarts oil.....	60 00
750 pounds oakum.....	105 00
5 oil-cans.....	75
24 outside shutter hinges.....	1 20

No. 57.—Statement of property captured from the enemy, &c.—Continued.

Names of officers.	Quantity and nature of articles.	Estimated value.	Remarks.
Hagens, Henry, first lieutenant and a. a. q. m.	40 pickaxes	\$20 00	
	14 plane-handles	70	
	3 patent auger handles	1 11	
	28 Parliament hinges	2 80	
	200 pickaxe handles	20 00	
	5 pairs pincers	50	
	25 plane-irons	6 25	
	119 planes, assorted	44 03	
	30 pounds paint, black	3 00	
	125 pounds paint, in cans	25 00	
	1 portable forge	25 00	
	1 barrel rosin	4 00	
	120 pounds rope	30 00	
	905 pounds rivets	72 40	
	4 rim-locks	80	
	235 pounds rubber packing	235 00	
	783 pounds rod iron	54 81	
	9 steamers	27,300 00	
	8 sides leather	56 00	
	16 shovels	8 00	
	15 socket-bolts and sockets	3 70	
	2 short-handle shovels	1 00	
	66 shutter bolts, assorted	6 60	
	48 spring bolts	4 80	
	12 pairs service hinges	1 20	
	18 sash-fastenings	54	
	30 shutter bars	7 50	
	16,848 screws, assorted	43 29	
	288 shutter-lifts	2 88	
	24 shutter screws	1 20	
	72 shutter stubs and plates	2 16	
	6 screw pulleys	30	
	150 sheets sheet-brass	276 50	
	1 stone truck	1 00	

5 spoke-shaves.....	1 00
17 saw-sets.....	2 55
120 spring bolts.....	12 00
5 pounds spun yarn.....	65
10 sash-knobs.....	10
36 screw pulleys.....	1 80
1 squirt, hand.....	15
91 pairs strap-hinges.....	13 65
15 shafts for chain-pumps.....	3 75
120 square bolts.....	12 00
6 stove-door bolts.....	60
216 screw hooks.....	2 16
72 stubs and plates.....	2 16
12 sash-lifts.....	12
6 saddler's punches.....	90
200 pounds steel.....	40 00
9 screw-wrenches.....	27 00
4 steam-gauges.....	120 00
47 small locks.....	2 35
500 pounds sheet-lead.....	75 00
1,200 pounds spikes.....	72 00
1,550 spikes, wrought.....	124 00
20 pounds sheet-copper.....	15 00
188 pounds square iron.....	13 16
2 shackles and bolts.....	5 00
84½ gallons turpentine.....	42 25
1 tenoning machine.....	10 00
144 turned buttons.....	4 32
5 thumb-latches.....	25
7 tinner's punches.....	70
76 try-squares.....	19 00
90 pounds tuck, packing.....	19 80
227 pounds tin and solder.....	56 75
3 barrels tar.....	12 00
36 wrought-iron hooks and staples.....	1 08
7,785½ pounds wrought iron.....	544 99
96 wardrobe hooks.....	96
3 web saws.....	75
10 wood clamp screws.....	2 50
6 window springs.....	18

No. 57.—Statement of property captured from the enemy, &c.—Continued.

Names of officers.	Quantity and nature of articles.	Estimated value.	Remarks.
Reynolds, C. H., captain and a. q. m.....	10 horses, worn out and unserviceable.....	.....	Captured at Petersburg, Va., April 2, 1865, and turned over to Col. E. J. Strang, at City Point, Va.
Grimes, E. K., captain and a. q. m.....	130 horses..... 10 mules..... 2 ox-wagons..... 2 saddles..... 2 bridles..... 5 oxen..... 2 two-horse wagons..... 250 pounds cotton..... 1 mule..... 3 horses..... 5 mares..... 5 ponies..... 6 mules..... 1 colt.....	 \$1,950 00 200 00 20 00 1 00 50 75 00 16 00 250 00 250 00 216 00 230 00 200 00 300 00 15 00	
Nisson, L. J. J., captain and a. q. m.....	100 tons bituminous coal.....	600 00	Part of this property was taken upon "Abstract N," as captured from the enemy, and part was turned over to me in invoices.
Potter, J. A., colonel and a. q. m.....	1,600 boxes tobacco..... 80 hogsheds tobacco..... 90 bags salt..... 3 barrels turpentine..... 35 barrels rosin oil..... 7 barrels lard..... 13 barrels salt beef..... 100 bushels corn..... 300 bales cotton..... 12 horses..... 50 mules..... 2 sulkies..... 1 buggy-wagon..... 250 pounds harness leather..... 10 cavalry jackets.....	80,000 00 12,000 00 2,000 00 250 00 2,000 00 700 00 300 00 80 00 45,000 00 1,200 00 5,000 00 100 00 75 00 125 00 50 00	
Delany, P. K., captain and a. q. m.....			1 returned on proof furnished. 11 horses, mares, and ponies sold at public sale for \$742 net. Above property received from provost marshal district Kansas.
			Turned over to Captain J. C. Slaight, a. q. m

Grierson, John C., captain and a. q. m.	40 pairs drawers.....	32 00	Turned over to Capt. E. J. Strang, a. q. m.
	10 shirts.....	10 00	
	4 two-horse wagons.....	300 00	
	16 sets harness.....	Unknown.....	
	16 mules.....	1,600 00	
	100 pairs booties.....	200 00	
	4 chests carpenters' tools.....	250 00	
	4 kegs cut-nails.....	25 00	
	Locomotives, passenger and freight cars of the R. T. and P. R. R., and Virginia Central Railroad Companies.	.....	
	11 horses.....	Unknown.....	
Sampson, C. M., captain and a. q. m.	7 mules.....	do.....	Captured by Brig. Gen. B. H. Grierson on his raid through the State of Mis- sissippi, in the month of December, 1864, and turned over to me on the return of the expedition, in the month of January, 1865.
	9,879 pounds corn, on cob.....	148 00	
	3 carts.....	75 00	
	3 horses.....	270 00	
	4 do.....	304 00	
	9 do.....	738 00	
	15 do.....	1,050 00	
	41 do.....	2,460 00	
	2 sets wheel harness.....	10 00	
	19,947 pounds hay.....	598 41	
Hoge, Holmes, captain and a. q. m.	9 mules.....	900 00	Captured near Smithfield, N. C. Captured June 1, 1864. Captured July 23, 1864. Captured August 1, 1864. Captured at Fort Fisher. Captured at Fort Fisher. Captured on the march. Captured August 1, 1864. Captured at Fort Fisher. Captured on the march. Captured on the Rappahannock. Captured at Fort Fisher. Captured on the march.
	12 do.....	1,320 00	
	67,448 pounds oats.....	632 10	
	1 sloop.....	375 00	
	15 riding saddles.....	130 00	
	240 pounds straw.....	3 00	
	10 horses.....	.....	
	8 mules.....	.....	
	3 plantation wagons.....	.....	
	1 saw-mill, incomplete.....	.....	
Schenck, John, captain and a. q. m.	1 ambulance.....	150 00	Turned over to the railroad companies.
	1 anvil.....	10 00	
	5 blacksmith aprons.....	2 50	
	13 awls and hafs.....	1 50	
	3 augers.....	1 50	

No. 57.—Statement of property captured from the enemy, &c.—Continued.

Names of officers.	Quantity and nature of articles.	Estimated value.	Remarks.
Schenck, John, captain and a. q. m.....	6 hand axes.....	\$7 50	
	3 hollow augers.....	2 25	
	2 broad axes.....	3 00	
	2 blacksmith bellows.....	14 00	
	1,115,805 pounds corn.....	17,932 50	
	472,859 pounds fodder.....	3,546 00	
	25 flat files.....	8 75	
	14 hand-saw files.....	7 00	
	308 horses.....	43,120 00	
	2,220 pounds hay.....	17 00	
	6 farrier knives.....	1 50	
	3 draw-knives.....	2 25	
	526 mules.....	73,640 00	
	11,111 pounds oats.....	347 00	
	1 oil-stone.....	50	
	31 horse rasps.....	15 50	
	1 barrel salt.....	5 00	
	18 citizen saddles.....	90 00	
	6 papers tacks.....	60	
	2 sets shoeing tools.....	7 00	
	6 citizens' wagons.....	600 00	
	16,833 pounds wool.....	6,500 00	Good, washed and unwashed.
	17 ox-yokes.....	20 00	Old.
	5 pounds chrome yellow.....	1 00	Good.
	5,130 pounds cotton yarn.....	5,000 00	
	12 steelyards.....	5 00	
	13 barrels tar.....	250 00	
	6 horses.....	600 00	These animals were captured while pursuing Lee in April.
	2 mules.....	200 00	
	500 riding saddles.....	1,500 00	
	1 two-horse wagon.....	20 00	
	800 pounds horse-shoes.....	40 00	
	600 pounds mule-shoes.....	30 00	
Coffin, O. S., captain and a. q. m.....			
Todhunter, Lewis, captain and a. q. m.....			
Hade, E., captain and a. q. m.....			
Dunbar, G. E., major and q. m.....			

Thomas, E. J., captain and a. q. m.....	1 riding saddle.....	15 00
	1 saddle blanket.....	1 00
	6 pap jacks.....	90
	9 pounds shoe thread.....	9 00
	50 pounds wagon grease.....	5 00
	823,681 pounds corn.....	14,705 00
	56,383 pounds fodder.....	563 83
	124,730 pounds hay.....	1,247 30
	238 mules.....	35,700 00
	43,988 pounds oats.....	879 76
	71 horses.....	10,650 00
	40,043 pounds corn.....	56 83
	15 horses.....	600 00
	52 mules.....	7,800 00
	3 riding saddles.....	.....
	5 riding bridles.....	.....
	1 square.....	.....
	2 augers.....	.....
	1 vice.....	.....
	6 anvils.....	42 00
	32 augers.....	8 00
	325 axes.....	162 50
	1 broad-axe.....	2 00
	1 hand-axe.....	1 25
	6,092 yards bagging.....	3,046 00
	10 empty barrels.....	5 00
	5 blacksmith bellows.....	75 00
	316 pounds belting leather.....	31 60
	71 pounds belting rubber.....	14 20
	10 brace bits.....	1 50
	12 brushes, paint.....	1 20
	14½ dozen buckles, harness.....	21 75
	1 bucket, water.....	75
	3 chains, spreader.....	3 00
	5 chisels, cold.....	1 00
	77 chisels, assorted.....	15 40
	153 yards cloth, enamelled.....	153 00
	28 combs, curry.....	4 66
	3,550 pounds corn.....	79 35
Butze, F. C., captain and a. q. m.....		

This property was taken by the raiding parties of the 3d division 16th army corps while en route from Spanish Fort to Montgomery, Ala. The corn was very good, though old; the horses were in very poor condition, but the mules were in good order; other articles worth nothing.

Captured at Savannah, Ga.

Captured in the field, Georgia.

Captured at Savannah, Ga.

Captured in the field, Georgia.

No. 57.—Statement of property captured from the enemy, &c.—Continued.

Names of officers.	Quantity and nature of articles.	Estimated value.	Remarks.
Butze, F. C., captain and a. q. m.....	2,392 yards cotton, duck	\$1,196 00	Captured at Savannah, Ga.
	77 files, assorted	15 40	
	27 files, bastard	13 50	
	5 files, 3-square	2 50	Captured in the field, Georgia.
	8,100 pounds fodder	40 50	
	11 gouges	5 50	Captured at Savannah, Ga.
	5 hammers, spike	2 50	
	9 pairs hames	5 40	Captured in the field, Georgia.
	1 handle, flush	25	
	1 horse	125 00	
	1 hone	2 25	Captured at Savannah, Ga.
	1 hound	14 00	
	70 hooks, cotton	169 00	
	169 hubs, assorted	1,542 75	Captured in the field, Georgia.
	20,570 pounds iron	15 00	
	100 pounds lampblack	46 25	
	954 links, open	5 00	Captured in the field, Georgia.
	1½ hogshhead lime, slack	1,227 33	
	35,067 feet lumber	1,650 00	
	11 mules	976 80	Captured in the field, Georgia.
	7,500 pounds nails, cut	72 00	
	800 pounds nails, spike	6 00	
	60 needles, bagging	329 31	Captured in the field, Georgia.
	12,729 pounds oats	1,031 20	
	2,578 yards osnaburghs, cotton	140 00	
	7 reams paper, wrapping	2 89	Captured in the field, Georgia.
	40 pencils, lead	75 00	
	90 rasps, H. S.	10 83	
	13 rasps, wood	1,446 20	Captured in the field, Georgia.
	7,231 pounds ropes, assorted	140 00	
	7,000 pounds salt	6 00	
	3 saws, cross-cut	2 00	Captured in the field, Georgia.
	2 saws, compass	1 00	
	1 saw, tenon		

97 gross screws, assorted	97 00		
1 scales, Fairbank's	25 00		
1 set rivet	50		
193 spokes, assorted	19 30		
31 springs, assorted	155 00		
1 spokeshave	50		
3 stoves	15 00		
1 stove and fixtures	6 00		
1,216 pounds cast-steel	152 00		
2 squares, steel	2 00		
7 squares, trying	3 50		
6 barrels tar	80 00		
6 pounds thread, harness	6 00		
25 pounds thread, saddlers'	43 75		
2 tongues, wagon	18 00		
39 trees, single	39 00		
6 trucks	30 00		
6,195 gallons turpentine	12,390 00		
565 pounds twine, baling	282 50		
2 bows, wagon	60		
14½ pounds wax, black	1 45		
8 wrenches, monkey	10 00		
1 army wagon	100 00		
17 horses			
3 mules			
7 sets harness, wheel			
12 sets harness, lead			
272 trees, saddle	272 00		
7 tools, heading	2 00		
97 tongs, blacksmiths'	75 00		
6 tack-raisers	1 00		
2 trucks	25 00		
1 theodolite	25 00		
4 tripods	10 00		
8 triplers	10 00		
46 barrels turpentine	2,700 00		
135 gallons turpentine	200 00		
10 pounds thread, linen	10 00		
67 pounds thread, shoe	67 00		
1,200 papers tacks	60 00		
7 trowels	7 00		

Schenck, John, captain and a. q. m

Finney, C. G., captain and a. q. m

Brown, W. H., captain and a. q. m

Coffin, O. S., captain and a. q. m

Captured at Savannah, Ga.

Captured in the field, Georgia.

Good.

No. 57.—Statement of property captured from the enemy, &c.—Continued.

Names of officers.	Quantity and nature of articles.	Estimated value.	Remarks.
Coffin, O. S., captain and a. q. m	162 pairs trousers, cotton.....	\$162 00	
	235 tents, wall.....	2,000 00	Old and worn.
	4 vices, blacksmiths'.....	5 00	Good.
	170 tents, hospital.....	3,000 00	Old and worn.
	18 pounds varnish, copal.....	10 00	Good.
	13 ounces wax, sealing.....	1 00	
	38 wagons, army.....	2,000 00	Old.
	2 wagons, medicine.....	150 00	
	64 wagons, complete.....	3,000 00	
	92 wagons, incomplete.....	2,500 00	
	19 wagon running-gears.....	500 00	
	2 wagons, forge.....	50 00	
	1 wagon, furniture.....	20 00	
	1 wagon, log.....	25 00	Good.
	1 wrench, bed.....	25	
	2 wrenches, monkey.....	1 50	
	4 wrenches, iron.....	1 00	
	17 wheelbarrows.....	20 00	Worn.
	200 wheels, wagon.....	500 00	Old.
	246 wheels, wheelbarrow, cast-iron.....	200 00	Good.
	2 sets wheels, crank.....	1 50	
	2 wheels, well.....	1 00	
	170 whetstones.....	30 00	
	17 wedges, iron.....	5 00	Worn.
	30 saws, cross-cut.....	30 00	Good.
	2 saws, circular.....	10 00	Good.
	13 saws, circle.....	13 00	Good.
	1,135 saws, gin.....	500 00	Worn.
	18 screws, bench.....	20 00	Good.
	3 screws, thumb.....	1 00	Good.
	1 saw-set.....	1 00	Good.
	4 screw-drivers.....	1 00	Good.
	40 shaves, leather.....	40 00	Good.
	5 squares, bevel.....	2 00	Good.
	4 squares, T.....	1 00	Good.

34 squares, steel.....	40 00	Good.
24 squares, try.....	15 00	Good.
2 scythes, brier.....	1 00	Old.
2 snaths, scythe.....	1 00	Old.
1 scales, counter.....	3 00	Old.
5 scales, platform.....	75 00	Worn and old.
6 staffs, Jacob.....	5 00	Good.
145 shovels.....	100 00	Good.
2 spyglasses, marine.....	30 00	One good and one unserviceable.
2 sextants.....	50 00	Good.
11,490 shoes, horse.....	1,000 00	Good.
31,968 shoes, mule.....	2,500 00	Good.
533 pounds steel, cast.....	100 00	Good.
3 staples.....	50	Good.
2 stockades.....	44 00	Good.
3 stock lots and stables.....	75 00	Good.
822 yards sheeting.....	225 00	Good.
778 shirts, cotton.....	778 00	Good.
3,370 pairs stockings.....	1,000 00	Good.
160 yards shirting.....	40 00	Good.
10 pieces tape, office.....	50	Good.
10 tables.....	10 00	Good.
80 pairs traces, leather.....	100 00	Old.
31 pairs traces, rope.....	10 00	Old.
17 pairs tugs.....	10 00	Old.
24 tarpaulins.....	500 00	Worn.
45 tongues, wagon.....	20 00	Old.
90 joints pipe, stove.....	10 00	Old.
455 pounds pipe, lead.....	100 00	Good.
16 pairs pincers, blacksmiths'.....	10 00	Good.
44 planes, assorted.....	50 00	Good.
4 pumps, cast-iron.....	10 00	Old and unserviceable.
10 pins, measuring.....	1 00	Good.
6 pulleys.....	50	Old.
3 picks, stone.....	1 00	Good.
150 pounds paints, assorted.....	20 00	Good.
23 boxes paints, assorted.....	50 00	Good.
10 bushels pegs, shoe.....	25 00	Good.
170 sets poles, wall-tent.....	150 00	Old.
93 sets poles, hospital-tent.....	75 00	Old.
470 poles, assorted tent.....	75 00	Old.

No. 57.—Statement of property captured from the enemy, &c.—Continued.

Names of officers.	Quantity and nature of articles.	Estimated value.	Remarks.
Coffin, O. S., captain and a. q. m	6,977 pans, mess, tin.....	\$2,000 00	Good.
	614 pins, tent.....	10 00	Old.
	12 rules, two-foot	12 00	Good.
	185 rings, harness	2 00	Good.
	29 rings and staples, pontoon boat.....	1 00	Good.
	10,299 pounds rope, assorted.....	2,000 00	Good.
	180 pounds rivets, boiler.....	18 00	Good.
	8 rosettes	1 00	Good.
	1,648 stoves	100 00	Old.
	8 safes, iron.....	400 00	Good.
	1,648 skillets.....	824 00	Good.
	83 pairs straps, hip.....	20 00	Old.
	81 stretchers.....	20 00	Old.
	55 stirrups, saddle	10 00	Good.
	157,425 sacks grain	20,000 00	Good and worn.
	75 sacks wool	15 00	Good.
	21 saddles, pack	5 00	Old.
	91½ gross screws, assorted	100 00	Good.
	50 gross screws, harness.....	2 50	Good.
	65 pounds spikes, cut.....	5 00	Good.
	8,490 pounds spikes, iron.....	700 00	Good.
	92 sash, window.....	50 00	Good.
	5 saw plates.....	5 00	Good.
	33 saws, hand	33 00	Good.
	15 lines, tape.....	15 00	Good.
	12,000 feet lumber, assorted.....	50 00	Poor.
	4 locks, door	4 00	Good.
	6 locks, chest	5 00	Good.
	5 locks, pad.....	1 00	Good.
	15 levels, spirit.....	30 00	Good.
	2,244 pounds leather	900 00	Good.
	53 pounds leather, harness.....	20 00	Good.
	24 pounds lampblack	6 00	Good.
	290 pounds lead, red	30 00	Good.
	55 pounds lead, white	15 00	Good.

54½ yards linsey	12 00	Good, remnants.
446 mules	40,000 00	Fair.
2 machines, boring	10 00	Worn.
1 machine, folding	25 00	Worn.
1 machine, screw	25 00	Worn.
1 machine, shaping	25 00	Worn.
1 lot machinery	500 00	Worn.
6,542 pounds nails, cut	500 00	Good.
26 pounds nails, finishing	3 00	Good.
120 papers nails, finishing	15 00	Good.
438 pounds horseshoe nails	125 00	Good.
6 oxen	80 00	Old.
442 pounds oakum	100 00	Good.
15 offices, frame	2,000 00	Good.
95 quires paper, foolscap	35 00	Good.
200 quires paper, letter	60 00	Good.
10 quires paper, folio post	5 00	Good.
48 quires paper, letter, bro. confed.	5 00	Good.
12½ reams paper, note, bro. confed.	10 00	Good.
16 quires paper, flat cap	5 00	Good.
21 quires paper, abstract	10 00	Good.
16 quires paper, legal cap	5 00	Good.
712 pencils, lead	30 00	Good.
92½ gross penholders	115 00	Good.
7 presses, letter	50 00	Good.
1 press, photo. printing	5 00	Good.
359 pots, iron	200 00	Good.
70 hounds, hind	35 00	Old.
84 halters, head	40 00	Good.
37 halters, rope	3 00	Good.
76 hammers, sledge	76 00	Good.
22 hammers, blacksmith	10 00	Good.
97 hammers, shoe	25 00	Good.
2 hammers, railroad spike	2 00	Good.
33 hammers, claw	25 00	Good.
558 pairs hinges, assorted	60 00	Good.
6 gross hooks	10 00	Good.
48 hooks, belt	1 00	Good.
139 hooks, pontoon boat	15 00	Good.
67 handles, chisel	15 00	Good.
10 handles, saw	2 50	Good.

No. 57.—*Statement of property captured from the enemy, &c.—Continued.*

Names of officers.	Quantity and nature of articles.	Estimated value.	Remarks.
Coffin, O. S., captain and a. q. m	149 handles, awl.....	\$30 00	Good.
	327 handles, pickaxe.....	80 00	Good.
	42 hatchets, hand	30 00	Good.
	390 hides, dry	1,000 00	Good.
	27 hatchets	20 00	Good.
	37 handles, hatchet	3 00	Good.
	2 barrels ink, black	75 00	Good.
	23 pints ink, black.....	3 00	Good.
	60 papers ink powders	5 00	Good.
	87 irons, plane	50 00	Good.
	1 instrument, transit	30 00	Good.
	28,893 pounds iron, assorted	2,800 00	Good.
	1,080 pounds iron, nail rod	100 00	Good.
	282 yards jeans.....	60 00	Good.
	84 kettles, iron	100 00	Good.
	12 kettles, sugar.....	50 00	Good.
	6 kegs, 10-gallon.....	3 00	Good.
	21 knobs, door	5 00	Good.
	37 knives, drawing	37 00	Good.
	313 knives, shoe.....	50 00	Good.
	4 knives, saddler's	1 00	Good.
	498 lids, skillet	100 00	Good.
	4 pairs lines, check	2 00	Old.
	8 lines, jerk.....	4 00	Old.
	345 cards, cotton.....	85 00	Good.
	11 covers, wagon	20 00	Old.
	11,341 caps, irregular, confederate jean.....	2,000 00	Good.
	1 set drawers, drawing.....	2 00	Good.
	11 drays	200 00	Old.
	15 desks, office	50 00	Good.
	16 dividers	8 00	Good.
	9 boxes dryer, paint.....	5 00	Good.
	1,820 yards drilling	550 00	Good.
	30 pairs drawers, cotton	30 00	Good.

6 drums.....	20 00	Old.
1,352 yards duck, cotton.....	450 00	Good.
2,000 envelopes.....	10 00	Good.
3 engines, steam.....	300 00	Old.
4 edges, straight.....	1 00	Good.
42 fastenings, window.....	5 00	Good.
132 files, assorted.....	40 00	Good.
147 files, hand-saw.....	25 00	Good.
227 froes.....	50 00	Good.
60 forks, dung.....	50 00	Good.
84 flies, wall-tent.....	125 00	Old.
81 flies, assorted tent.....	125 00	Old.
6 boxes glass.....	20 00	Good.
6 gauges, thumb.....	1 00	Good.
5 gauges, splitting.....	1 00	Good.
89 gimlets.....	10 00	Good.
36 gouges.....	20 00	Good.
7 grindstones.....	10 00	Old.
9,250 pounds grease, wagon.....	600 00	Good.
3,051 pairs hames.....	2,500 00	Good.
32 pairs hames, gig.....	40 00	Good.
206 S. sets harness, lead, mule.....	1,000 00	Old.
60 S. sets harness, wheel, mule.....	300 00	Old.
2 sets harness, dray.....	25 00	Old.
25 S. sets harness, ambulance.....	200 00	Old.
16 sets harness, four-horse.....	640 00	Serviceable.
132 horses.....	3,500 00	Old and unserviceable.
45 hounds, fore.....	25 00	Old.
105 feet belting, leather.....	25 00	Old.
140 bolts, door.....	15 00	Good.
62 bits, butteris.....	10 00	Old.
57 feet belting, rubber.....	15 00	Old.
1 barometer.....	5 00	Good.
56 blocks, tackle.....	25 00	Good.
35 pounds borax.....	35 00	Good.
23½ gross buckles, harness.....	25 00	Good.
45 gross buckles, assorted.....	45 00	Good.
2 buildings, frame houses.....	1,000 00	Good.
4 buildings, log houses.....	50 00	Good.
6 buildings, warehouses.....	8,000 00	Good.
3 buildings, hospitals.....	1,500 00	Good.

No. 57.—Statement of property captured from the enemy, &c.—Continued.

Names of officers.	Quantity and nature of articles.	Estimated value.	Remarks.
Coffin, O. S., captain and a. q. m.....	1 building, headquarters..... 1 building, shop..... 1 lot buildings, log, negro quarters..... 1,580 pounds bagging..... 15 yards bagging..... 20 bushels charcoal..... 4 cups India ink..... 1,297 collars, assorted..... 5 chains, fifth..... 7 chains, log..... 513 chains, trace..... 14 chains, halter..... 246 pairs chains, breast..... 6 chains, surveyor's..... 1 chain, anchor..... 3 carts..... 1,069 cloths, saddle..... 5 yards cloth, oil..... 5,130 combs, curry..... 20 chisels, cold..... 129 chisels, carpenter's, assorted..... 1 chest, tool..... 5 compasses, surveyor's..... 1 crank, grindstone..... 1,110 yards cotton..... 13 ambulances..... 132 axes..... 1 axe, hand..... 9 axes, broad..... 470 axes, pick..... 53 adzes..... 462 augers, assorted..... 1 auger, boring machine..... 30 awls, scribe.....	\$300 00 500 00 500 00 30 00 3 00 5 00 1 00 300 00 10 00 10 00 500 00 10 00 100 00 15 00 30 00 40 00 500 00 1 75 1,000 00 5 00 60 00 3 00 100 00 50 300 00 250 00 100 00 50 10 00 375 00 50 00 75 00 1 00 5 00	Good. Good. Good. Good. Good. Good. Good. Good. Good. Good. Good. Good. Good. Good. Old. Good. Good. Good. Good. Good. Good. Good. Good. Good. Worn out. Worn. Worn. Worn. Worn. Worn. Worn. Good.

48 awls, saddler's.....	1 00	Good.
47 anvils.....	500 00	Good.
370 books, company clothing.....	25 00	Confederate.
14 books, blank, 2-quire.....	7 00	Good.
104 books, blank, confederate.....	52 00	Good.
53½ reams blanks, confederate.....	25 00	Good.
3 books, letter.....	12 00	Good.
163 boxes, wagon-hub.....	40 00	Good.
10 boxes, feed.....	10 00	New.
16 brushes, paint.....	16 00	Good.
94 bands, belly.....	25 00	Old.
99 bands, back.....	25 00	Old.
22 bows, ox yoke.....	5 00	Old.
80 bridles, blind.....	40 00	Old.
40 bridles.....	20 00	Old.
341 pairs breeching.....	200 00	Old.
54 S. sets breeching.....	25 00	Old.
19 bolsters, wagon.....	10 00	Old.
286 buckets, water.....	70 00	Good.
240 pounds bolts.....	24 00	Good.
19 pairs bellows.....	150 00	Good.
1 butteris.....	1 00	Old.
2 bits, brace.....	2 00	Old.
42 bits, plane.....	20 00	Old.
1,289 bits, bridle.....	100 00	Good.
1 bar, claw.....	50	Good.
3 bars, crow.....	3 00	Good.
1 borer, bung.....	25	Good.
1 boiler, steam-engine.....	300 00	Good.
7 vices.....	70 00	Captured at Savannah, Georgia.
7 wheelbarrows.....	28 00	
1,428 pounds cotton yarn.....	1,071 00	
27 horses.....	3,000 00	
11 mules.....	1,000 00	
1 jackass.....	40 00	
1 iron safe.....	30 00	
2 light spring wagons.....	80 00	
2 horse colts.....	200 00	
Butzo, F. C., captain and a. q. m.....		
Becker, E. C., captain and a. q. m.....		
Webster, C. D., captain and a. q. m.....		

No. 57.—Statement of property captured from the enemy, &c.—Continued.

Names of officers.	Quantity and nature of articles.	Estimated value.	Remarks.
Willes, J. E., captain and a. q. m.....	2 horses	160 00	These horses, saddles and bridles were captured by me, with the men, from Price's army. They were recruiting in Iowa for the rebel army. The men were sent to Rock Island as prisoners, and the horses, saddles and bridles are reported on my property returns, in use at this post.
	2 saddles.....	8 00	
	2 bridles	2 00	
Mackay, A. J., colonel and a. q. m	585 bales cotton	95,000 00	Captured by Major General Wilson on the march southward, and shipped to me for disposition.
Walbridge, C. E., brevet major and a. q. m.....	44 horses.....	1,320 00	Captured from the enemy by the Missouri volunteer militia; taken by the provost marshal and turned over as contraband property. The estimated value given is the amount actually received, having been sold at auction.
	11 mules	300 00	
	2 saw-mills	5,000 00	
	1 two-horse wagon	40 00	
	1 ambulance	40 00	
Green, J. A., captain and a. q. m	49 horses.....	2,670 00	Captured from the enemy by the Missouri volunteer militia; taken by the provost marshal and turned over as contraband property. The estimated value given is the amount actually received, having been sold at auction.
	1 mule.....	40 00	
	2 one-horse wagons	35 50	
	2 two-horse wagons.....	22 00	
	2 sets wheel harness.....	2 00	
Ward, D. A., captain and a. a. q. m.....	56 horses.....		Poor and unserviceable.
	55 mules.....	.....	
	1 two-horse wagon.....	.....	
	700 pounds rope .....	.....	
	5 riding saddles.....	.....	
		1,136,957 18	

RECAPITULATION.

Clothing, camp and garrison equipage.

457 axes	\$262 50	54½ linsey, yards	\$12 00
510 axes, pick	395 00	2,578 osnaburg cotton, yards	1,031 20
370 books, company clothing	25 00	10 pegs, shoe, bushels	25 00
100 booties	200 00	170 poles, wall-tent, sets	150 00
11,341 caps	2,000 00	93 poles, hospital tent, sets	75 00
373,140 cotton, pounds	373,140 00	470 poles, tent, assorted	75 00
885 bales cotton	140,000 00	6,977 pans, mess	2,000 00
1,110 yards cotton	300 00	614 pins, tent, assorted	10 00
345 cards, cotton	85 00	172 shovels	113 50
1,820 yards drilling	550 00	822 yards sheeting	225 00
70 drawers	62 00	788 shirts	788 00
6 drums	20 00	3,370 stockings, pairs	1,000 00
3,744 duck, cotton, yards	1,646 00	160 yards shirting	40 00
84 flies, wall-tent	125 00	24 tarpaulins	500 00
81 flies, tent, assorted	125 00	4 tripods	10 00
527 handles, pickaxe	100 00	117 pounds thread, assorted	135 75
69 hatchets	50 00	162 trowsers	162 00
37 handles, hatchet	3 00	235 tents, wall	2,000 00
145 handles, axe	14 50	170 tents, hospital	3,000 00
282 jeans	60 00	565 pounds twine	282 50
10 jackets, cavalry	50 00	16,833 pounds wool	6,500 00
96 kettles, assorted	150 00	6,563 pounds yarn	6,071 65
Total value reported			543,569 60

Recapitulation of quartermasters' stores.

15 ambulances	\$440 00	153 yards cloth, enamelled	\$153 00
8 axes, hand	9 25	7,094 combs, curry	1,303 06
12 axes, broad	15 00	491 chisels, assorted	107 40
62 adzes	54 50	1 chest	3 00
662 augers, assorted	118 00	100 tons coal, bituminous	600 00
115 awls	7 74	5 compasses	100 00
111 anvils	1,122 00	5 cans, assorted	75
5 aprons, blacksmiths'	2 50	29 cranks, assorted	7 10
395 sets breeching	225 00	13 covers, wagon	20 00
19 bolsters, assorted	10 00	44 cocks, assorted	335 00
13 beef, barrels of	300 00	24 calipers	3 60
289 buckets, assorted	70 75	20 pounds copper	15 00
550½ pounds bolts	28 25	5 pounds chalk	03
1,342 bolts, assorted	112 24	1 set drawers, drawing	2 00
15 bolts and sockets	3 70	11 drays	200 00
26 bellows, assorted	239 00	15 desks	50 00
1 butteris	1 00	16 dividers	8 00
1,675 bits, assorted	147 00	9 boxes dryer, paint	5 00
39 bars, assorted	12 25	39,500 envelopes	1,885 00
1 borer	25	3 engines, assorted	300 00
1 blanket, saddle	1 00	4 edges	1 00
118 books, blank	59 00	48 escutcheons	1 44
3 books, letter	12 00	60 fastenings	5 54
18 books, assorted	75 60	3,283 files, assorted	1,216 40
53½ reams blanks	25 00	227 froes	50 00
663 boxes, wagon	90 00	71 forks, assorted	55 50
12 boxes, feed	10 00	843,722 pounds fodder	4,151 53
160 brushes, assorted	30 20	4 formers	1 00
6 brackets, iron	75	37 fenders	74 00
193 bands, assorted	50 00	1 forge, portable	25 00
36 bows, assorted	5 60	6 boxes glass	20 00
44 bridles, assorted	22 50	37 gauges	6 60
80 bridles, wagon	40 00	89 gimlets	10 00
3 bridles, riding		87 gouges, assorted	31 50
432 buttons	12 60	7 grindstones	10 00
9 bevels	1 80	9,300 pounds grease, wagon	605 00
1 boiler	300 00	1 barrel grease	10 00
162 feet belting	40 00	4 gauges, steam	120 00
387 pounds belting, ass'd	45 80	19 gears, wagon	500 00
1 piece belting, assorted	10 00	3,108 pairs hames, assorted	2,545 40
1 barometer	5 00	232 sets harness, lead	1,075 00
153 blocks, assorted	191 75	75 sets harness, wheel	312 00
150 sheets brass	276 50	2 sets harness, dray	25 00
35 pounds borax	35 00	25 sets harness, ambul'nce	200 00
90½ gross buckles, asst'd	132 75	16 sets harness, 4-horse	640 00
30 buckles, assorted	30	16 pounds hemp	6 00
18 buildings, assorted	11,850 00	47 hoes, assorted	21 50
1,580 pounds bagging	30 00	121 halters, assorted	43 00
6,107 yards bagging	3,049 00	737 hinges, assorted	92 05
10 barrels	5 00	236 hammers, assorted	140 75
12 boats	320 00	1,354 hooks, assorted	36 26
216 butts, assorted	5 40	38 hooks and staples	1 28
370,514 pounds corn	34,483 84	356 handles, assorted	66 24
173½ pounds chains	17 35	390 hides	1,000 00
20 bushels charcoal	5 00	146,897 pounds hay	1,862 71
5 chains, fifth	10 00	1 hone	25
34 chains, bearing	1 80	60,503½ pounds iron, assorted	5,143 49
513 chains, trace	500 00	2 barrels ink, assorted	75 00
26 chains, halter	10 00	23 pints ink, assorted	3 00
246 chains, breast	100 00	132 bottles ink, assorted	44 00
43 chains, assorted	63 25	4 cups ink, India	1 00
5 chains, spreaders	3 00	60 papers ink powders	5 00
2 chains and stretchers		148 irons, assorted	92 25
305 collars, assorted	308 00	1 instrument	30 00
6 carts	115 00	6 kegs	3 00
1,069 cloths, saddle	500 00	172 knobs, assorted	10 63
5 yards cloth, oil	1 75	372 knives, assorted	93 10

Quartermasters' stores—Continued.

catches	\$0 24	29 rings and staples.....	\$1 00
498 lids, assorted	100 00	1,935 pounds rivets, ass'd ..	217 90
4 lines, check	2 00	8 rosettes	1 00
8 lines, jerk	4 00	2,000 pounds rice.....	.....
15 lines, tape.....	15 00	32 feet rail	3 20
6 lines, chalk.....	30	1 rake	1 00
62,666 feet lumber.....	1,433 83	1 barrel rosin.....	4 00
174 locks, assorted.....	27 44	2,502 pounds steel, assorted..	496 10
15 levels	30 00	153 squares, assorted.....	82 50
2,244 pounds leather, ass'd ..	900 00	18 screws, bench	20 00
8 sides leather, assorted.....	56 00	3 screws, thumb.....	1 00
452 pounds leather, harness	145 00	4 screw-drivers.....	1 00
124 pounds lampblack	21 00	2 scythes	1 00
845 pounds lead, assorted.....	120 00	2 snaths, scythe	1 00
954 links, assorted	46 25	6 staffs, Jacob	5 00
1½ hogshead lime	5 00	2 spy-glasses	30 00
149 latches, assorted.....	12 13	2 sextants	80 00
300 lifts, assorted	3 00	12,290 pounds shoes, horse..	1,040 00
7 barrels lard.....	700 00	32,568 pounds shoes, mule ..	2,530 00
1,845 mules.....	198,740 00	12 steelyards	5 00
9 machines, assorted.....	246 00	3 staples	50
1 lot machinery	500 00	10 safes	530 00
3 machines, mortise.....	85 00	23 saddles, assorted.....	13 00
2 machines, knife-scou'g	50	544 saddles, riding.....	1,736 00
4 mills, saw	15,000 00	240 pounds straw.....	3 00
16,947 pounds nails, assorted..	1,666 03	1,652 stoves, assorted	121 00
120 papers nails	15 00	83 straps	20 00
438 pounds nails, H. S.....	125 00	1,648 skillets	824 00
4 kegs nails.....	25 00	81 stretchers	20 00
60 needles	6 00	55 stirrups.....	10 00
50 pounds nuts.....	7 50	157,508 sacks, assorted	20,015 48
15 oxen	275 00	308½ gross screws, ass'd..	249 75
1,192 pounds oakum.....	205 00	11,355 pounds spikes, ass'd ..	904 00
15 offices, frame	2,000 00	92 sash, assorted	50 00
135,276 pounds oats	2,188 17	1,234 saws	608 96
40 oars	20 00	7,000 pounds salt.....	140 00
48 quarts oil	60 00	90 bags salt.....	2,000 00
1 oil-stone	50	1 barrel salt.....	5 00
35 barrels oil resin	2,000 00	7 scales, assorted	103 00
305 pounds paints	48 00	1 set, rivet.....	50
23 boxes paints.....	50 00	18 sets, saw	3 55
84½ reams paper, cap.....	495 90	193 spokes	19 30
63¾ reams paper, ass'd.....	331 80	9 springs	155 18
176 quires paper, wrapp'g.....	146 00	41 shaves, assorted.....	40 50
325 pounds packing.....	254 80	2 stockades	44 00
13 punches, assorted	1 60	3 stock-lots and stables.....	75 00
752 pencils, lead.....	32 89	112 straps, neck and chain.....	.....
92½ gross penholders.....	115 00	2 sticks, jockey.....	.....
8 presses.....	55 00	4 skins, calf	40 00
6 papjacks	90	2 scuttles	10 50
5 plates, assorted	5 00	9 sheaves, assorted	2 00
90 joints pipe, stove.....	10 00	10 screws, wood.....	2 50
455 pounds pipe, lead	100 00	9 steamers	27,300 00
40 pounds pipe	8 00	144 stubs, plates.....	4 32
359 pots, assorted.....	200 00	1 squirt	15
21 pincers, assorted.....	10 50	15 shafts.....	3 75
163 planes, assorted.....	94 03	1 sloop	375 00
12 pumps	90 00	272 trees, saddle.....	272 00
5 picks, stone	1 00	2 sets tools, shoeing.....	7 00
10 pins, measuring.....	1 00	7 tools, heading	2 00
21 pulleys	1 25	4 chests tools, carpent's' ..	250 00
42 pulleys, screw.....	2 10	97 tongs, blacksmith	75 00
18,350 pounds rope, assorted..	3,476 20	55 pounds tacks, ass'd.....	16 50
136 rasps, assorted	101 83	1,206 papers tacks, ass'd.....	60 60
12 rules	12 00	6 tacks, raisers	1 00
1,805 rings, assorted.....	15 35	9 trucks	56 00

Quartermasters' stores—Continued.

1 theodolite	\$25 00	12 vices	\$75 00
8 triplers	10 00	18 pounds varnish	10 00
49 barrels turpentine....	2,950 00	1 valve-check, and stock.	20 00
6,414½ gallons turpentine....	12,632 25	221 wagons, assorted.....	8,662 50
47 trowels	17 00	3 wagons, irregular....	175 00
22 barrels tar.....	342 00	8 wagons, army	316 00
47 tongues, wagon.....	38 00	24 wheelbarrows.....	48 00
47 trees, single	39 00	13 ounces wax, sealing..	1 00
10 pieces tape	50	14½ pounds wax, black...	1 45
10 tables	10 00	24 wrenches, assorted...	39 75
111 traces	110 00	200 wheels, wagon.....	500 00
17 tugs	10 00	250 wheels, assorted.....	202 50
1 table, surplus saw-shaft		170 whetstones	30 00
and pulleys	100 00	17 wedges, assorted.....	5 00
227 pounds tin	56 75	1,316 cords wood .....	.....
1,600 boxes tobacco.....	80,000 00	17 yokes, ox.....	20 00
80 hogsheads tobacco ...	12,000 00	5 pounds yellow chrome.	1 00

Total value reported \$593,387 58

Grand total.—Clothing, camp, and garrison equipage..... \$543,569 60
 Quartermaster stores..... 593,387 58

1,136,957 18

No. 58.
Statement of property captured or destroyed by the enemy during the fiscal year ending June 30, 1865.

Names of officers.	Quantity and nature of articles.	Estimated value.	Remarks.
Clark, James T., captain and a. q. m	23 horses		Captured February 24, 1865, on the Wells Valley, Georgia, railroad.
Lacey, R. S., captain and a. q. m	3 wall tents		
	5 wall tent flies		Abandoned at New Creek, Virginia, October 19, 1864.
	3 sets wall tent poles and pins		
Gilliss, James, captain and a. q. m	1 horse	\$110 00	
	1 halter	1 25	
Whittlesey, H. M., captain and a. q. m	2 horses	250 00	
Campbell, John B., captain and a. q. m	4 augers and handles	2 00	
	247 bows, wagon	61 75	
	16 boxes, feed	24 00	
	26 buckets, water	26 00	
	20 brushes, horse	15 00	
	7 bolts, king, extra	70	
	1 balance, spring	1 00	These articles were burned, broken up, and destroyed during the raid of the rebel John H. Morgan into Lexington, Kentucky, he having burned my corral property, entered my office and other buildings, and captured by the enemy in an attack on the wagon train at Spring Hill, Tennessee, on the night of November 29, 1864.
	2 blankets, saddle	5 00	
	5,055 pounds corn	88 45	
	120 chains, halter	60 00	
	35 chains, fifth	105 00	
	5 covers, wagon	85 00	
	23 combs, curry	8 00	
	1 chest, field, saddler's	15 00	
	6 chains, bearing	7 50	
	6 chains, spreader	6 00	
	6 chains, breast	7 50	
	16 forks, hay	20 00	
	16 files, hand-saw	4 00	
	15 sets harness, wheel-horse	330 00	
	10 sets harness, lead-horse	180 00	
	12 sets harness, wheel-mule	240 00	
	15 sets harness, lead-mule	240 00	
	19 halters, rope	95	
	4 hammers, nap	1 20	

No. 58.—Statement of property captured or destroyed by the enemy, &c.—Continued.

Names of officers.	Quantity and nature of articles.	Estimated value.	Remarks.
Campbell, John B., captain and a. q. m.	1 hatchet and handle 5,490 feet lumber 1 line, chalk 5 lines, lead 12 mules 11 pots tar 1 paulin 1 plane, smooth 1 plane, fore 3 pins, lynch, extra 1 rack, map 1 rasp, horse 589 pounds rope, assorted 40 straps, neck 3 shovels 3 scoops, grain 1 saw, hand 2 saddles, wagon 2 spreaders 6 tables, office 20 trees, single 54 trees, double 16 whips, wagon 2 wrenches, monkey 2 wagons, army 8 pounds zinc 9 books, memorandum 2 books, blank 1 brush, copying 7 boxes, sand 3 boxes wafers 2,725 envelopes 4 gum erasers 7 steel erasers 8 paper-folders	\$0 87 164 70 75 10 00 1,800 00 2 20 50 00 1 50 2 50 06 5 00 75 147 75 8 00 3 00 4 50 2 50 16 00 40 24 00 20 00 94 50 16 00 2 50 420 00 2 00 1 80 2 50 75 1 40 30 24 50 40 4 35 2 00	These articles were burned, broken up, and destroyed during the raid of the rebel John H. Morgan into Lexing- ton, Kentucky, he having burned my corral property, entered my office and other buildings, and captured by the enemy in an attack on the wagon train at Spring Hill, Tennessee, on the night of November 29, 1864.
Harrison, George W., captain and a. q. m.			

120 bottles ink	32 00
15 inkstands	3 75
7 bottles mucilage	1 75
101 quires paper, letter	25 00
110 quires paper, cap	27 50
6 quires paper, envelope	2 40
1, 175 pens, steel	6 00
51 penholders	75
97 lead pencils	6 20
2 rulers	20
3 stamps, wafer	75
20 pieces office tape	1 00
63 chairs, office	100 00
12 candlesticks	1 50
5 coal-buckets	3 75
1 cupboard	5 00
12 desks, office and field	80 00
8 lamps	8 00
20 lamps chimneys	2 00
10 lamps shades	1 00
2 presses, letter	10 00
3 pigeon-holes	10 00
28 stoves	280 00
5 shovels, coal	1 25
1 safe, iron	50 00
6 tables, office and field	20 00
3 ambulances	300 00
164 brushes, horse	82 00
64 bridles, riding	160 00
51 bridles, wagon	110 00
64 bridles, watering	75 00
100 blankets, saddle	150 00
174 combs, curry	34 80
1 card, horse	25
16 chains, fifth	40 00
8 chains, bearing	6 00
44 chains, trace	44 00
30 chains, spreader	30 00
72 collars, horse and mule	216 00
39 double trees	70 00
1 feed-trough	1 50

7 farmer's knives	2 45
5 farmer's hammers	2 50
1 graduate measure	1 00
2 pounds gunpowder	1 50
1 abscess knife	2 00
2 lancets	1 00
1 mortar and pestle	1 50
6 needles	1 00
1 needle, roweling	20
64 quarts neat's-foot oil	36 00
21 yards plaster, adhesive	1 50
1 probe	20
6 pounds sponge	1 50
5 pounds salts, Epsom	50
7 pounds sugar, brown	70
5 syringes	3 75
1 ounce silk	50
1 pair scissors	35
1 spatula	50
8 quarts tar	80
1 trocar	2 00
1 tenaculum	2 00
9 anvils	135 00
8 bellows	120 00
5 clinching-irons	50
1 chisel, cold	25
2 fullers	40
24 hammers	12 00
1 hardie	25
4 knives, shoeing	2 00
3 leather aprons	3 00
1 mule-stock	2 00
27 punches	6 75
9 pairs pincers	4 50
48 rasps	36 00
2 sets rivets	50
10 sledges	15 00
2 sledge-handles	20
5 sets stocks and dies	30 00
6 swedges	1 50
3 shoeing or tool-boxes	1 50

No. 58.—Statement of property captured or destroyed by the enemy, &c.—Continued.

Names of officers.	Quantity and nature of articles.	Estimated value.	Remarks.
G. W. Harrison, captain and a. q. m.....	6 tools, heading..... 46 pairs tongs..... 6 vices..... 4 wrenches..... 8 axes, broad..... 8 axe handles, broad..... 3 axes, hand..... 5 adzes..... 1 adze handle..... 25 augers, or auger bits..... 20 auger handles..... 1 auger and bit tenon..... 21 brushes, varnish and paint..... 6 brushes, whitewash..... 1 brush, counter..... 10 buckets, paint..... 3 benches..... 2 bench-screws..... 1 box..... 5 barrels..... 2 blocks, double-reefed..... 10 brooms..... 4 braces..... 17 brace-bits..... 11 cans, oil or tin..... 27 chisels..... 21 chisel handles..... 1 chalk-line..... 1 chest..... 1 chest, stationery..... 1 chain, log..... 3 pairs compasses, or dividers..... 55 tin cups..... 1 cask.....	\$1 50 23 00 40 00 8 00 12 00 1 60 3 75 7 50 25 20 00 2 00 2 50 12 00 4 00 5 50 5 00 3 00 2 00 50 1 50 8 00 2 00 1 00 6 80 5 50 8 10 2 00 10 2 00 5 00 28 00 45 5 00 1 00	

43 forks, hay or dung	32 00
20 forks, table	2 00
70 files, assorted	14 50
3 file handles	15
3 grindstones	7 50
1 set grindstone fixtures	1 00
4 gauges	1 00
3 gouges	1 50
3 hoes	1 00
3 hay-racks	1 80
1 jug	25
5 knives, drawing	6 00
20 table knives	2 00
31 lanterns	12 00
1 mill, paint	5 00
1 mallet	50
3 needles, sacking	45
1 oil gate	75
4 oil stones	2 00
25 planes, assorted	50 00
7 plane bits	4 20
2 planes, flooring	10 00
20 plates, tin	2 00
2 pumps	4 00
2 pump fixtures	12 00
3 rules, carpenter's	2 00
11 saws, hand	27 00
8 saws, cross-cut	36 00
3 saws, rip	12 00
1 saw, tenon	2 00
11 squares	4 00
6 scales, army and platform	120 00
3 saw-sets	1 50
1 snatch block	5 00
2 spokeshaves	70
3 screwdrivers	1 50
2 scoop shovels	2 00
5 scratch awls	75
20 spoons	2 00
2 tools, sash	8 00
3 trucks	15 00

No. 58.—Statement of property captured or destroyed by the enemy, &c.—Continued.

Names of officers.	Quantity and nature of articles.	Estimated value.	Remarks.
Harrison, G. W., captain and a. q. m.....	7 awls..... 10 awl handles..... 1 awl seat..... 4 compasses..... 2 horses, saddler's..... 3 hammers..... 5 knives, gouge..... 3 knives, round..... 1 knife, splitting..... 4 papers needles, harness..... 2 punches..... 1 pair pincers..... 3 pairs scissors..... 7 sets saddler's tools..... 2 edge tools..... 3 tools, claw..... 1 tub..... 1 tickler..... 275 pounds axle grease..... 111 bolts, halter..... 1 pound burnt umber..... 3 quarts benzole..... 2,915 buckles, assorted..... 2 pounds chalk..... 4,000 pounds horseshoes..... 327 pounds horseshoe nails..... 4,673 pounds iron, assorted..... 20 pounds locks, assorted..... 100 pounds lead, white..... 564 pounds leather, harness..... 7 sides leather, bridle..... 27 bushels lime..... 15 yards muslin..... 722 pounds mule shoes.....	\$0 40 40 08 1 20 7 00 3 00 5 00 3 00 2 50 40 40 75 75 70 00 30 75 75 30 68 75 3 00 15 55 25 00 20 320 00 81 00 230 00 5 00 20 00 280 00 52 00 2 70 7 00 50 00	

1,432 pounds nails and spikes.....	78 00
100 gallons oil, coal or carbon.....	85 00
1 pound Prussian blue.....	1 00
28 pounds patent dryer.....	7 00
22 pencils, lettering.....	2 50
27 poles, coupling.....	12 00
1,105 pounds rope.....	165 00
276 rings, harness.....	4 00
11 pounds rivets and burrs, copper.....	10 00
600 pounds stove-pipe.....	60 00
324 spokes.....	100 00
600 screws.....	8 00
423 pounds steel.....	100 00
6 pounds lead.....	60
55 papers tacks.....	5 50
35 pounds Venetian red.....	4 00
50 balls wax.....	2 00
45 wagon hounds.....	92 50
41 wagon tongues.....	20 00
3,293 pounds corn.....	90 00
50,180 pounds oats.....	1,563 00
54,638 pounds hay.....	546 00
173 pairs boots.....	562 25
38 pairs bootees.....	68 08
359 blouses.....	1,070 00
531 blankets, wool.....	1,911 60
188 blankets, rubber.....	470 00
65 bugles for hats.....	1 95
241 caps.....	156 65
28 cap covers.....	3 36
17 cords and tassels.....	2 55
131 pairs chevrons, sergeant's.....	32 75
80 pairs chevrons, corporal's.....	13 60
34 pairs chevrons, non-commissioned staff.....	25 50
1,340 pairs drawers.....	1,340 00
159 dress coats.....	1,400 00
86 eagles.....	1 72
248 greatcoats, foot.....	2,108 00
425 greatcoats, mounted.....	4,483 75
849 greatcoat straps.....	93 50
216 hats.....	388 80

No. 58.—Statement of property captured or destroyed by the enemy, &c.—Continued.

Names of officers.	Quantity and nature of articles.	Estimated value.	Remarks.
Harrison, G. W., captain and a. q. m.....	1,122 jackets, cavalry 252 jackets, artillery 307 $\frac{3}{4}$ yards lace or lacing cord 2 leather stocks 400 cap letters 50 pairs metallic scales 25 plumes 2,000 pairs stockings 1,600 shirts 7 sashes 425 pairs trowsers, foot 1,625 pairs trowsers, mounted 391 axes 456 axe handles 496 pickaxes 146 pickaxe handles 7 bugles, cavalry 69 bell-tent poles 2 common tents 2 sets common tent poles 133 camp kettles 664 canteens 4 camp colors 1 national colors 2 regimental colors 13 drumsticks 12 drumstick carriages 17 drum slings 10 drum snares 10 drum heads, batter and snare 1 dipper 596 D'Aubre tents 12 fifes 600 forks 1 flesh fork	\$7,012 50 1,575 00 20 00 24 4 00 34 00 3 00 700 00 2,512 00 15 20 1,317 50 6,743 75 420 00 63 84 520 00 17 52 19 25 60 00 41 00 1 74 103 74 298 00 4 80 39 25 103 00 2 86 4 80 6 00 3 30 6 00 20 2,300 00 4 20 52 00 1 50	

25 guidons and staffs.....	182 50
225 haversacks.....	112 50
59 hatchets.....	29 00
59 hatchet handles.....	7 08
11 hospital tents.....	1, 182 50
1 hospital-tent fly.....	37 50
5 sets hospital-tent poles.....	18 75
670 knives.....	54 00
224 knapsacks.....	480 60
110 mess pans.....	36 30
163 shovels and spades.....	171 00
44 spoons.....	2 50
4 Sibley tents.....	240 00
6 Sibley tent poles.....	2 40
6 Sibley tent tripods.....	18 00
66 stoves and pipe.....	239 80
31 joints stove-pipe.....	7 75
2,500 tent pins.....	25 00
92 tin cups.....	4 60
364 tin plates.....	36 40
2 tin buckets.....	1 50
1 trumpet cord and tassel.....	82
11 wall tents.....	484 00
9 wall-tent flies.....	153 00
9 wall-tent poles.....	12 60
32 books, clothing account.....	76 80
33 books, descriptive.....	41 25
35 books, order.....	32 00
4 books, letter.....	6 00
31 books, morning report.....	52 76
3 regimental index.....	3 00
4 axes.....	4 40
4 axe helms.....	56
2 blouses, lined.....	6 50
485 booties.....	902 10
1 blanket.....	3 60
48 yards blue lace, 1½ inch wide.....	10 00
80 yards blue lace, one-half inch wide.....	8 00
3 bugles and extra mouth-pieces.....	7 25
3 books, clothing account.....	7 20
31 quires blanks.....	5 00

Blakmer, C., lieutenant and r. q. m., 44th United
States colored troops.

No. 58.—Statement of property captured or destroyed by the enemy, &c.—Continued.

Names of officers.	Quantity and nature of article.	Estimated value.	Remarks.
Blackmer, C., lieutenant and r. q. m., 44th United States colored troops.	7 currycombs..... 1 commissary scales..... 125 caps..... 100 coats, uniform..... 1 set chevrons, sergeant major..... 3 sets chevrons, first sergeant..... 14 sets chevrons, sergeants'..... 35 sets chevrons, corporals'..... 75 canteens..... 1 camp hatchet..... 250 pairs drawers..... 1,700 envelopes, official..... 1 field desk..... 1 field chest blacksmith's tools..... 1 field chest carpenter's tools..... 1 forge, portable..... 3 fifes..... 1 flag, national..... 1 flag, regimental..... 130 haversacks..... 1 hatchet handle..... 2 horses..... 12 sets harness, wheel..... 24 sets harness, lead..... 6 horse brushes..... 1 quart bottle ink, black..... 3 bottles ink, red..... 1 inkstand..... 25 knapsacks..... 8 lead pencils..... 39 mules..... 30 mess pans..... 60 pieces office tape..... 26 penholders.....	\$3 50 25 00 81 25 875 00 75 1 05 3 08 5 95 33 75 48 325 00 17 00 5 00 30 00 30 00 25 00 1 50 50 00 50 00 52 00 04 200 00 200 00 300 00 3 00 50 75 25 53 75 30 3,900 00 9 90 50 10	Captured at Dalton, Georgia, by the enemy, October 13, 1864.

Thomas, E. J., captain and a. q. m	20 quires paper, foolscap.....	2 50
	34 quires paper, letter.....	3 00
	2 quires paper, envelope.....	20
	2 riding saddles.....	30 00
	3 riding bridles.....	10 00
	1 ruler.....	25
	44 ounces sealingwax.....	3 00
	288 steel pens.....	1 50
	15 sacks.....	2 00
	175 shirts, flannel.....	274 75
	6 sashes.....	13 20
	400 pairs stockings.....	140 00
	64 shelter tents.....	230 40
	600 pairs trowsers, cavalry.....	2,490 00
	2 tin pots.....	20
	1 vice.....	5 00
	5 wall-tents.....	220 00
	3 wall-tent flies.....	51 00
	5 sets wall-tent poles.....	7 00
	6 wagons.....	600 00
	6 wagon whips.....	3 00
	5 wagon saddles.....	15 00
	3 water-buckets.....	1 00
	1 horse.....	50 00
	1 riding saddle.....	5 00
	1 riding bridle.....	1 50
	1 halter.....	25
	1 horse-brush.....	.....
	1 currycomb.....	.....
Dunbar, G. E., major and a. q. m	3 wagons.....	225 00
	18 mules.....	1,440 00
	12 single sets harness, lead mule.....	144 00
	6 single sets harness, wheel mule.....	120 00
	3 wagon saddles.....	15 00
	3 wagon whips.....	3 00
	3 bearing chains.....	1 50
	3 fifth chains.....	4 50
	18 single trees.....	9 00
	3 double trees.....	6 00

This property was in the possession of the ass't engineer of the 3d division, 16th army corps. While on the march from Fish river to Spanish Fort, Alabama, he disappeared and was reported absent; but it was ascertained afterwards that he and the property were captured by the "rebs."

Captured October 13, 1864, near Marietta, Georgia.

No. 58.—Statement of property captured or destroyed by the enemy, &c.—Continued.

Names of officers.	Quantity and nature of articles.	Estimated value.	Remarks.
Dunbar, G. E., major and a. q. m.	3 tar pots	\$0 30 90 15 00 1 50 3 00 1 50 3 00 15 00 1 50 10 00 6 00 60 00 6 00 1 00 7 50 1 50 1 00 24 00 12 00 4,215 05 1 50 500 00 1 00 7,760 00 1 00 2 50 25 50 4 00 34 00 34 00 3 00 50 2 00	With few exceptions this property was old and much worn. The animals were the worn-out stock of Major General W. T. Sherman's army turned in at Atlanta, Georgia, nearly starved on account of break in railroad and no forage on hand, and were being sent to the rear, as the only means of saving them, when they were captured.
	18 wagon bows		
	3 wagon covers		
	2 axes and handles, worn		
	12 bows, wagon		
	2 buckets, water		
	2 boxes, feed		
	2 bell tents, old, much worn		
	3 blankets, saddle, much worn		
	20 bridles, wagon or blind, much worn		
Hade, E., captain and a. q. m.	16 bridles, riding, worn		
	4 covers, wagon, serviceable		
	2 chains, fifth, serviceable		
	4 camp kettles, serviceable		
	15 chains, halter, serviceable		
	4 chains, breast, serviceable		
	2 chains, bearing, serviceable		
	8 sets harness, lead mule, serviceable		
	4 sets harness, wheel mule, serviceable		
	281 horses, unserviceable		
	3 halters, head, serviceable		
	3 jacks, serviceable		
	2 lines, lead, serviceable		
	388 mules, unserviceable		
	2 pots tar, serviceable		
	2 spreaders, serviceable		
	4 stick spreaders, serviceable		
	2 sticks, jockey, serviceable		
	40 sacks grain, serviceable		
	17 saddles, wagon, serviceable		
	17 saddles, riding, serviceable		
	12 straps, neck, serviceable		
	2 mess-pans, serviceable		
	2 trees, double, serviceable		

Pratt, J. H., captain and a. q. m.		
12 trees, single, serviceable	6 00	
2 wagons, army	150 00	
1 steamboat	20,000 00	
16 water-buckets	12 80	
4 paulins	600 00	
1 anvil	50 00	
1 bellows	20 00	
1 portable forge	25 00	
1 blacksmith's hammer	50	
2 sets stocks and dies	25 00	
1 vice	12 00	
5 wrenches	5 00	
2 augers	2 00	
1 auger, ship	72	
12 auger bits	6 32	
3 firmer chisels	4 00	
1 hammer and handle	1 13	
1 carpenter's hatchet	1 10	
3 drawing-knives	3 75	
3 planes, assorted	4 80	
1 square	1 30	
1 brace	1 65	
6 axes and handles	11 10	
6 lanterns	12 00	
1 shovel	1 42	
3 spades	3 75	
8 brooms	3 60	
3½ pairs double blocks	5 50	
600 pounds rope	180 00	
1 barge, "Bigley"	3,500 00	
1 four-horse team and wagon, complete	800 00	
1 pair infantry trowsers	4 75	
15 flannel shirts	34 80	
1 pair drawers	1 60	
1 axe	1 65	
22 axe-handles	4 40	
7 mess-pans	3 15	
8 camp hatchets	6 48	
5 hatchet handles	35	
1 recruiting flag	10 00	

Metcalf, L. S., captain and a. q. m.

Webster, C. D., captain and a. q. m.

Rutherford, J. P., captain and a. q. m.

Captured on the Arkansas river, between Fort Smith and Lewisburg, Ark., by rebels, under command of one Colonel Brooks, on the 17th January, 1865.

Burned by guerillas.
Captured while on duty with the telegraph corps.

Captured on the Arkansas river, between Fort Smith and Lewisburg, Ark., by rebels, under command of one Colonel Brooks, on the 17th January, 1865.

Burned by guerillas.
Captured while on duty with the telegraph corps.

No. 58.—*Statement of property captured or destroyed by the enemy, &c.—Continued.*

Names of officers.	Quantity and nature of articles.	Estimated value.	Remarks.
Rutherford, J. P., captain and a. q. m.	7 wall-tent poles 1 iron pot 25 hospital tent pins 6 common tent pins 1 rubber tent blanket 1 descriptive book 1 order book 12,988 pounds corn 11,831 pounds oats 43½ quires foolscap paper 3½ quires letter paper 8 quires folio-post paper 44½ quires envelope paper 500 envelopes 1 bottle red ink 4 rulers 4 field desks 9 office tables 2 office desks 38 chairs 1 office safe 18 office stoves 1 iron pot 6 chip-baskets 3½ yards baize 2 dusting brushes 1 dust pan 2 lanterns 4 cooking stoves 2,204 grain sacks 3 hay forks 3 shovels 2 buckets 2 packing boxes 7 rope halters	\$12 60 1 85 1 00 15 4 40 1 60 1 25 359 48 203 34 13 50 1 16 6 40 8 90 3 50 40 80 16 00 27 00 10 00 76 00 75 00 180 00 1 00 1 80 1 12 50 40 1 00 120 00 22 04 3 00 3 00 1 00 1 00 84	This property was burned by the rebels under Gen. McCausland at Chambers- burg, Pa., July 30, 1864.

10½ pounds halter rope.....	1 05
1 vice.....	10 00
172 pounds baling rope.....	1 72
692 pounds wire.....	8 30
2 kegs wagon grease.....	4 00
3 hay rakes.....	1 12
5 axes.....	.....
3 augers.....	.....
2 riding bridles.....	.....
2 saddle blankets.....	.....
1 horse brush.....	.....
7 bed sacks.....	.....
35 woollen blankets.....	.....
19 log chains.....	.....
1 currycomb.....	.....
3 cans, assorted.....	.....
83 box cars.....	.....
2 passenger cars.....	.....
37 flat cars.....	.....
2 platform cars.....	.....
4 caboose cars.....	.....
1 stock car.....	.....
240 camp kettles.....	.....
4 pairs drawers.....	.....
2 horses.....	.....
1 set wheel harness.....	.....
1 set lead harness.....	.....
1 hospital tent.....	.....
1 head halter.....	.....
13,500 feet lumber, assorted.....	.....
2 mules.....	.....
307 mess pans.....	.....
720 feet rope, assorted.....	.....
2 riding saddles.....	.....
1 spade.....	.....
1 neck strap and chain.....	.....
1 set shoeing tools.....	.....
152 Sibley tents.....	.....
8 wall tents.....	.....
1 pair trowsers, irregular.....	.....
17 army wagons.....	.....

Clemens, G. H., captain and a. q. m.....

It is not possible to give the value of these articles, owing to the want of reports at the time they were captured or destroyed by the enemy.

No. 58. *Statement of property captured or destroyed by the enemy, &c.—Continued.*

Names of officers.	Quantity and nature of articles.	Estimated value.	Remarks.
Clemens, G. H., captain and a. q. m.	1 wrench		Captured from a member of the escort company of Brig. Gen. A. Baird, commanding 3d division 14th army corps, army of the Cumberland.
Seely, F. A., captain and a. q. m.	21 ox-yokes .....	.....	
	1 horse	\$100 00	
Dodge, N. S., captain and a. q. m.	38 horses	2,850 00	Captured from a citizen scout sent to Buckhannon, West Virginia, under order from Col. N. Wilkinson, 6th West Virginia infantry.
	30 saddles	210 00	
	38 bridles	76 00	
Ward, D. A., captain and a. q. m.	1 wagon		In compliance with orders dated headquarters United States colored forces, Morgantia, Louisiana, October 19, 1864, this property was sent outside the lines on the 20th day of October, 1864, for the purpose of procuring lumber, attended by an escort of 87 men, commanded by First Lieutenant E. M. Burnham, 75th U. S. C. I. While on the return the escort were attacked by a party of mounted rebels, who captured the said property and succeeded in getting away with it. A board of survey was convened, relieving me of the responsibility of the property. The same was forwarded with my return for quartermaster stores for the month of October, 1864.
	6 sets wheel harness .....	.....	
	6 sets lead harness .....	.....	
	12 halter chains .....	.....	
	12 neck straps .....	.....	
	3 wagon saddles .....	.....	
	3 wagon whips .....	.....	
	3 tar buckets .....	.....	
	12 mules .....	.....	
	6 wagon bows .....	.....	
	3 currycombs .....	.....	
	3 horse brushes .....	.....	
	2 saddle blankets .....	.....	
	1 wagon cover .....	.....	
Barlow, W. H. captain and a. q. m.	2 single sets harness, mule, lead	25 00	
	2 single sets harness, mule, wheel	25 00	
	14 mules	1,050 00	
	2 whips, wagon	2 00	
			Two sets harness and two mules captured by guerrillas September 17, 1864, near Marietta, Georgia. Two sets harness, twelve mules, and two wagon whips captured November 8, 1864, near Chattanooga River bridge.

Captured by guerillas on woodlands in Fairfax county, Virginia, February 7, 1865; horses unsound, harness dilapidated, blankets much worn; some nearly worthless.

Steamer Thomas E. Tutts and furniture captured by the rebels, under General Lyons, on Cumberland river, December 9, 1864.

Luddington. M. J., colonel and a. q. m.	10 horses.....	750 00
	10 sets cart harness.....	100 00
	11 saddle blankets.....	8 25
Hunt, Thomas B., captain and a. q. m.....	12 axes and handles.....	
	4 bowls butter.....	
	1 boiler, copper stock.....	
	24 brushes, scrub.....	
	1 brush, seam.....	
	1 brush, paint.....	
	2 brushes, chimney.....	
	1 brush, whitewash.....	
	24 brooms, corn.....	
	12 brooms, hickory.....	
	48 buckets.....	
	1 bucket, hot-water.....	
	1 can, oil.....	
	252 yards canvas.....	
	40 pounds candles.....	
	48 chimneys, lamp.....	
	23 comforts.....	
	45 yards crash.....	
	48 cups and saucers.....	
	6 curtains.....	
	3 dishes, meat.....	
	1 dipper.....	
	48 tumblers.....	
	2 pounds twine.....	
	96 wicks, coal-oil.....	
	2 wheelbarrows.....	
	12½ pounds yarn, spun.....	
	160 pounds yarn, packing.....	
Hanna, B. J. F., captain and a. q. m.....	12 axes.....	9 00
	5 mules.....	750 00
How, W. Stover, captain and a. q. m.....	8 horses.....	640 00
	1 mule.....	70 00
	4 harness, lead.....	30 00
	4 harness, wheel.....	40 00
	2 wagon saddles.....	24 00
Flanigan, P., captain and a. q. m.....	810,335 pounds oats.....	24,284 75

No. 58.—*Statement of property captured or destroyed by the enemy, &c.—Continued.*

Names of officers.	Quantity and nature of articles.	Estimated value.	Remarks.
Schenck, John, captain and a. q. m.....	3 six-mule teams, complete	\$3,420 00	Captured while out foraging near Cave Spring, Georgia, with guard and teamsters. The wagons were burned, but the mules taken off.
Carlisle, Thomas J., captain and a. q. m.....	1 U. S. steam transport, Resaca, and cargo.	7,500 00	Destroyed by an armed force of the enemy, October 5, 1864. See statement and affidavit accompanying Abstract L for October, 1864.
Brown, W. H., captain and a. q. m	5 chains, bearing..... 5 chains, fifth..... 41 chains, neck and strap..... 9 currycombs		
	1 trough, feed..... 52 horses..... 2 sets harness, wheel		
	2 sets harness, lead..... 2 sets harness, wheel mule		
	4 sets harness, lead mule		
	2 halters and straps		
	8 horse brushes		
	1,000 pounds horseshoes		
	50 pounds mule shoes		
	1 lead line..... 12 spreaders..... 4 tar buckets..... 30 mules		
	4 wagons		
	1 dummy stove		
	2 elbows, stove..... 6 files..... 24 glass globes..... 12 hooks, hay		
	1 hatchet..... 3 hammers, tack.....		
Hunt, Thomas B., captain and a. q. m.....			

10 pounds iron, sheet .....	.....
1 knife and fork, carving .....	.....
1 knife, pallet .....	.....
2 knives, butcher .....	.....
48 lamp chimneys .....	.....
1 lamp feeder .....	.....
4 lamps .....	.....
1 lamp shears .....	.....
1 lead and line .....	.....
30 yards linen, table .....	.....
12 cans lye, concentrated .....	.....
14 mattresses .....	.....
2 mops .....	.....
1 mill, coffee .....	.....
2 needles, sail .....	.....
1 nighthawk .....	.....
8 1/4 gallons oil, lard .....	.....
43 gallons oil, coal .....	.....
1 barrel oil, fuel .....	.....
2 cars .....	.....
2 palms, sewing .....	.....
32 pans .....	.....
6 pans, sauce .....	.....
72 pillow slips .....	.....
2 pitchers, water .....	.....
150 pounds pipe, stove .....	.....
1 pot, coffee; 2 pots, oil .....	.....
300 pounds rope .....	.....
1 saw, meat .....	.....
1 saw, wood .....	.....
72 spoons, table .....	.....
72 spoons, tea .....	.....
1 steamboat; 2 steamers .....	.....
1 stove, deck .....	.....
1 stove, cook .....	.....
362 pounds soap .....	.....
1 sponge .....	.....
68 sheets .....	.....
15 shovels; 2 scrapers, ship; 2 tarpaulings .....	.....

189,477 92

Steamer Thos. E. Tutts and furniture,
captured by the rebels under General
Lyon on Cumberland river, Decem-
ber 9, 1864.

RECAPITULATION.

Clothing, camp and garrison equipage.

421 axes.....	\$452 05	1, 595 drawers.....	\$1, 666 60
496 axes, pick.....	520 00	86 eagles, hat.....	1 72
3½ yards baize.....	1 12	15 fives.....	5 70
567 blankets, wool.....	1, 915 20	1 flag, national.....	50 00
189 blankets, rubber.....	474 40	1 flag, regimental.....	50 00
173 boots.....	562 25	1 flag, recruiting.....	10 00
523 booties.....	970 18	1 fly, hospital tent.....	37 00
361 blouses.....	1, 076 50	17 flies, wall-tent.....	204 00
10 bugles.....	26 50	4 yards flannel.....	1 80
65 bugles, hat.....	1 95	620 forks.....	54 00
35 books, clothing.....	84 00	25 guidons and staff.....	182 50
34 books, descriptive.....	42 85	216 hats.....	388 80
36 books, order.....	33 25	355 haversacks.....	164 50
4 books, letter.....	6 00	10 heads, drum.....	6 00
31 books, morning report.....	52 76	71 hatchets.....	37 93
3 books, regimental index.....	3 00	502 handles, axe.....	64 40
739 canteens.....	331 75	65 handles, hatchet.....	7 47
4 colors, camp.....	4 80	1 h n ls, pick-axe.....	17 52
1 color, national.....	39 25	1, 122 jackets, cavalry.....	7, 012 50
2 colors, regimental.....	103 00	252 jackets, artillery.....	1, 575 00
12 carriages, drum.....	4 80	249 knapsacks.....	534 35
1 cord and tassel, trumpet.....	82	377 kettles, camp.....	104 74
259 coats, uniform.....	2, 275 00	690 knives, table.....	56 00
298 chevrons, assorted.....	82 68	1 knife and fork.....	.....
23 comforts.....	.....	435½ yards lace, assorted.....	38 00
45 yards crash.....	.....	400 letters, cap.....	4 00
6 curtains.....	.....	14 mattresses.....	.....
252 yards canvas.....	.....	15 yards muslin.....	7 00
366 caps.....	237 90	2 needles, sail.....	.....
28 cap covers.....	3 36	456 pans, mess.....	49 85
17 cords and tassels, hat.....	2 55	69 sets poles, bell-tent.....	60 00
248 coats, great, foot.....	2, 108 00	2 poles, common-tent.....	1 74
425 coats, great, mounted.....	4, 483 75	5 poles, hospital-tent.....	18 75
147 cups.....	9 60	6 poles, Sibley-tent.....	2 40
48 cups and saucers.....	.....	24 poles, wall-tent,.....	32 20

	26 15	163 shovels and spades	171 00
2,531 pins, tent	26 15	163 shovels and spades	171 00
2 palms, sewing	3 00	22 shovels	7 42
25 plumes	38 40	68 sheets	93 50
384 plates, tin	910 00	72 slips, pillow	
20 paulins		849 straps, greatcoat	
38 pans, assorted	12 00	2 balls twine	
48 poles, ridge	3 75	48 tumblers	
4 spades		427 trowsers, foot	1,322 25
7 sacks, bed		2,225 trowsers, mounted	9,233 75
2 stocks, leather	24	12 tents, hospital	1,182 50
50 scales, pairs	34 00	156 tents, Sibley	240 00
2,400 stockings, pairs	840 00	27 tents, wall	704 00
1,790 shirts	2,821 55	2 tents, bell	15 00
13 sashes	28 40	660 tents, shelter	2,530 40
208 spoons	4 50	2 tents, common	41 00
13 sticks, drum	2 86	6 tripods	18 00
17 slings, drum	6 00	96 wicks	
10 snares, drum	3 30	141 yards yarn	
Total value reported			48,649 21

Recapitulation of quartermasters' stores.

3 ambulances	\$300 00	2 forges, assorted	\$50 00	173½ quires paper, foolscap	\$43 50
10 anvils	185 00	92 files	18 50	138½ quires paper, letter	29 16
8 axes, broad	12 00	8 folders, paper	2 00	52½ quires paper, envelope	11 50
3 axes, hand	3 75	1 set fixtures, grindstone	1 00	105 pencils, lead	6 50
5 adzes	7 50	2 fixtures, pump	12 00	22 pencils, lettering	2 50
36 augers	27 22	2 forceps	2 00	1,463 pens, steel	7 50
3 aprons, leather	3 00	1 funnel	50	31 pipes, stove, joint	7 75
13 awls, assorted	1 23	5 fleams	10 00	750 pounds pipe, stove	60 00
64 ounces asafoetida	6 00	2 fullers	40	77 penholders	85
1 pound amber, burnt	15	1 feeder, lamp . . . . .	.....	2 pitchers . . . . .	.....
1 barge	3,500 00	3 grindstones	7 50	1 pot, coffee . . . . .	.....
227 buckets, assorted	134 55	2 pounds gunpowder	50	2 pots, oil . . . . .	.....
60 brushes, assorted	17 75	275 pounds wagon grease	68 75	20 pots	6 55
204 brushes, horse	100 00	2 kegs wagon grease	4 00	27 poles, coupling	12 00
323 bows, wagon	79 65	24 globes, glass . . . . .	.....	3 pins, linch	06
120 blankets, saddle	164 75	1 gate, oil	75	2 presses, letter	10 00
124 bridles, riding	253 50	4 gauges	1 00	32 planes, assorted	68 80
71 bridles, wagon	120 00	3 gouges	1 50	2 pumps	4 00
64 bridles, watering	75 00	511 horses	32,525 05	1 probe	20
111 bolts, halter	3 00	242 sets harness, lead	2,353 00	29 punches	7 15
7 bolts, ring	70	232 sets harness, wheel	4,287 00	10 pincers	5 25
2,915 buckles, assorted	25 00	5 sets harness, ambulance	140 00	3 pigeon holes	10 00
2 books, blank	2 50	10 sets harness, cart	100 00	21 yards plaster, adhesive	1 50
9 books, memorandum	1 80	54,638 pounds hay	546 00	3,496½ pounds rope	495 52
3 benches, assorted	3 00	41 hammers, assorted	20 33	276 rings, harness	4 00
3 boxes, assorted	1 50	434 halters, assorted	644 79	11 pounds rivets and burrs	10 00
3 boxes, shoeing	1 50	45 hounds, assorted	22 50	2 sets rivets	50
18 boxes, feed	27 00	12 hooks, hay . . . . .	.....	49 rasps	36 75
7 boxes, sand	1 40	2 horses, saddler's	7 00	5 rulers	1 25
3 boxes, wafer	30	1 hardie	25	3 rules	2 00
6 blocks	18 50	3 hoes	1 00	3 rakes	1 12
46 brooms	5 60	21 handles, chisel	2 00	3 racks, hay	1 80
5 braces	2 65	3 handles, file	15	1 rack, map	5 00
17 brace bits	6 80	10 handles, awl	40	35 pounds red Venetian	4 00
19 bits, assorted	10 52	2 handles, sledge	20	2 steamboats	20,000 00
1 balance, spring	1 00	4 handles, auger	2 00	102 saddles, riding	1,279 00
5 barrels, assorted	1 50	8 handles, broad axe	1 60	57 saddles, wagon	354 00
9 bellows	140 00	8 quires paper, folio post	6 40	6 baskets, assorted	1 80

2	barrows, wheel	.....	4,683	pounds iron, assorted	230 00	1,222	pounds shoes, mules'	50 00
4	butter bowls	.....	5	pounds iron, clinching	50	74	straps, neck	16 40
1	boiler, assorted	.....	16	inkstands	4 00	79	spreaders and chains	68 20
31	quires blanks	5 00	125	bottles ink, assorted	33 65	4	sticks, jockey	1 00
3	quarts benzole	55	1	jug	25	1	scale, commissary	25 00
1	pound blue, Prussian	1 00	3	jacks	500 00	6	scales	120 00
21,336	pounds corn	537 93	32	knives, assorted	26 70	1	stock, mule	2 00
218	combs, curry	46 30	30,279	feet lumber, assorted	3,550 70	2	screws, bench	2 00
1	card, horse	25	564	pounds leather, harness	280 00	119	stoves, assorted	819 80
98	covers, wagon	585 00	7	sides leather, bridle	52 00	2	safes	125 00
20	chains, log	28 00	9	lines, lead	12 00	2	spokeshaves	70
24	chains, bearing	16 00	4	lines, check	16 00	324	spokes	100 00
61	chains, fifth	155 50	2	lines, chalk	85	600	screws	8 00
81	chains, neck, strap	20 00	20	pounds locks, assorted	5 00	423	pounds steel	100 00
147	chains, halter	67 50	100	pounds lead, white	20 00	10	shades, lamp	1 00
10	chains, breast	9 00	1	lead and line	.....	7	sets stocks and dies	55 00
44	chains, trace	44 00	6	pounds lead	60	2	steamers	.....
3	chests, assorted	22 00	12	cans lye	.....	5	shovels, coal	1 25
91	chairs	176 00	2	lancets	1 00	5	scoops	6 50
72	collars	216 00	12	lamps	8 00	3	screwdrivers	1 50
31	chisels	12 35	27	barrels lime	2 70	3	stamps, wafer	75
7	compasses	1 65	39	lanterns	25 00	2,259	sacks	28 04
12	candlesticks	1 50	36	lights, glazed	3 00	3	sets, saw	1 50
65	cans, assorted	18 00	561	mules	20 670 00	1	shears	.....
1	corkscrew	75	7	bottles mucilage	1 75	5	syringes	3 75
1	cask	1 00	1	mallet	50	4	scissors	1 10
40	pounds candles	.....	1	measure, graduated	1 00	1	spatula	50
116	chimneys, lamp	2 00	1	mill, paint	5 00	6	swedges	1 50
131	cars, assorted	.....	1	mill, coffee	.....	26	saws, assorted	79 50
2	pounds chalk	20	2	mops	.....	12	squares	5 30
1	cupboard	5 00	1	mortar and pestle	1 50	2	scrapers	.....
19	desks	111 00	327	pounds nails, horseshoe	81 00	10	sledges	15 00
1	dust-pan	40	1,432	pounds nails and spikes	78 00	1	ounce silk	50
2	dippers	20	10	needles, assorted	1 65	1	sponge	.....
23	dishes	.....	4	papers needles	40	6	pounds sponges	1 50
28	pounds dryer, patent	7 00	872,352	pounds oats	26,051 09	4	stones, oil	2 00
4,925	envelopes	45 00	64	quarts oil, neat's-foot	36 00	5	pounds salts, Epsom	50
11	erasers	4 75	81½	gallons oil, lard	.....	7	pounds sugar, brown	70
2	elbows	.....	143	gallons oil, coal	85 00	362	pounds soap	.....
63	forks	56 50	1	barrel oil, fuel	.....	3	teams, six mule complete	3,420 00
1	handle, adze	25	5,000	pounds shoes, horse	320 00	1	team and wagon, 4-horse	800 00

Recapitulation of quartermasters' stores—Continued.

1 transport and cargo.....	\$7,500 00	2 troughs, feed.....	\$1 50	41 tongues, wagon.....	\$20 00
3 trucks.....	15 00	55 papers tacks.....	5 50	9 vices.....	67 00
21 tables.....	71 00	1 tub.....	75	60 wagons, army.....	3,895 00
98 trees, double.....	172 50	8 quarts tar.....	80	53 whips.....	54 00
111 trees, single.....	80 75	1 tenaculum.....	2 00	12 wrenches.....	15 50
6 tools, heading.....	1 50	1 trocar.....	2 00	44 ounces wax, sealing.....	3 00
7 sets tools, saddlers'.....	70 00	1 tickler.....	30	50 balls wax.....	2 00
2 tools, edge.....	30	1 chest tools, blacksmith's..	30 00	692 pounds wire.....	8 30
3 tools, claw.....	75	1 chest tools, carpenter's....	30 00	21 yokes, ox.....	.....
2 tools, sash.....	8 00	1 set tools, shoeing.....	.....	8 pounds zinc.....	2 00
46 pairs tongs.....	23 00	80 pieces tape.....	1 50		
Total value reported.....				\$140,828 76	
Total clothing and camp and garrison equipage.....				\$48,649 21	
Total quartermasters' stores.....				140,828 76	
Grand total.....				189,477 97	

NOTE.—This statement is compiled from the annual reports of officers for the past fiscal year. The estimated value is inserted as far as stated, but it does not show the full value of the property by at least one-third of the amount reported.

In addition to the above statement Brevet Major General Donaldson reports the total loss and destruction of public property in the department of Cumberland during the past year by fire, by freshet, captured, abandoned, or destroyed, to prevent its falling into the hands of the rebels, at \$3,500,000.

No. 59.

Summary statement of transportation furnished during the fiscal year ending June 30, 1865.

Kind of transportation.	TRANSPORTATION ORDERS OR SINGLE PASSAGES.					MOVEMENTS OF ANIMALS.			
	Officers and men under orders.	Soldiers on furlough.	Prisoners of war.	Civilians.	Total.	Horses.	Mules.	Cattle.	Total.
Railroads	1,557,655	169,969	80,351	71,392	1,879,367	223,608	58,382	15,023	297,013
Steamboats, barges, &c	207,369	15,900	24,247	21,136	268,652	47,266	19,029	76,775	143,070
Stages	5,840	473	1	99	6,413	.....	.....	.....	.....
Wagons	1,412	.....	16	1	1,429	.....	.....	.....	.....
Ocean and lake	44,387	48	1,930	2,500	48,865	25	.....	4,131	4,156
Total not owned or run by government.....	1,816,663	186,390	106,545	95,128	2,204,726	270,899	77,411	95,929	444,239
Railroads	589,034	10	13,162	16,986	619,192	57,663	27,855	6,134	91,652
Steamboats, barges, &c	896,609	14,706	109,986	36,515	1,057,876	79,286	18,182	81,864	179,332
Ocean and lake	73,644	.....	27,000	.....	100,644	.....	.....	1,197	1,197
Total owned or run by government.....	1,559,347	14,716	150,148	53,501	1,777,712	136,949	46,037	89,195	272,181
Grand total.....	3,376,010	201,106	256,693	148,629	3,982,438	407,848	123,448	185,124	716,420

No. 59.—Statement of transportation furnished, &c.—Continued.

Kind of transportation.	MOVEMENTS TO VARIOUS DISTANCES OF STORES.					
	Subsistence stores.	Quartermaster stores.	Ordnance stores.	Medical stores.	Miscellaneous stores.	Total of all kinds of stores.
	Tons. lbs.	Tons. lbs.	Tons. lbs.	Tons. lbs.	Tons. lbs.	Tons. lbs.
Railroads	2,837,893 932	2,409,450 552	291,773 658	58,784 1,924	16,635 408	5,614,537 474
Steamboats, barges &c	381,751 1,480	570,428 268	376,948 420	14,280 170	15,716 1,041	1,359,124 1,379
Stages .....	.....	.....	.....	.....	.....	.....
Wagons	12,085 459	19,413 454	9,626 1,781	6,064 1,691	53 451	47,243 836
Ocean and lake	65,788 200	293,991 1,025	7,448 737	1,089 533	1,064 000	369,381 495
Total not owned or run by government	3,297,518 1,071	3,293,283 299	685,796 1,596	80,219 318	33,468 1,900	7,390,286 1,184
Railroads	105,385 329	156,189 1,016	9,569 956	4,047 620	79,447 1,000	354,638 1,921
Steamboats, barges, &c	726,790 1,164	313,532 1,273	641,053 300	3,922 759	14,398 1,547	1,699,697 1,043
Ocean and lake	6,948 000	4,269 415	1,220 000	1,758 000	53 000	14,248 415
Total owned or run by government	839,123 1,493	473,991 704	651,842 1,256	9,727 1,379	93,899 547	2,068,584 1,379
Grand total	4,136,642 564	3,767,274 1,003	1,337,639 852	89,946 1,697	127,368 447	9,458,871 563

No. 60.

Recapitulation of amounts paid for transportation during the fiscal year ending June 30, 1865.

Kind of transportation.	PASSENGERS.				Freight.	Total.	Expenditures.	Grand total.
	Officers and men.	Prisoners of war.	Civilians.	Total.				
Railroads	\$6,955,247 56	\$212,680 92	\$200,489 44	\$7,368,417 92	\$3,423,471 60	\$3,423,471 60	\$8,377,451 67	\$19,169,341 19
*Steamboats, barges, &c.....	1,081,876 05	3,018 56	1,183 66	1,086,078 27	7,808,857 11	7,808,857 11	6,264,410 40	15,159,345 78
Stages	88,355 86	.....	885 07	89,240 93	75 40	75 40	.....	89,316 33
Wagons	10,680 92	9 00	82 00	10,771 92	1,053,310 29	1,053,310 29	252,449 80	1,316,532 01
Ocean and lake	168,633 50	375 00	713 00	169,721 50	9,113,606 63	9,113,606 63	3,473,269 07	12,756,597 20
Grand total	8,304,793 89	216,083 48	203,353 17	8,724,230 54	21,399,321 03	21,399,321 03	18,367,580 94	48,491,132 51

* The amount paid for transportation on western rivers, as abstracted from above report, is as follows :

For passengers.....	\$1,009,546 97
For freight	5,554,854 03
For expenditures	6,238,365 07
	12,792,766 07

The amount paid for transportation on ocean and lake does not include western rivers. Under the head of expenditures are included all expenses incurred in repairing, supplying, and running railroads operated by government ; also, all steamboats, &c., owned or chartered by government.

No. 61.

*List of officers of the Quartermaster's department in charge of divisions
Quartermaster General's office during the fiscal year ending June 30, 1865.*

Divisions.	Names and rank.	Remarks.
1st ...	Brevet Brigadier General James A. Ekin, A. Q. M., U. S. A.	
2d ...	Colonel Alex. J. Perry, A. Q. M., U. S. A.	
3d ...	Colonel George D. Wise, A. Q. M., Vols.	
4th ...	Brigadier General Lewis B. Parsons, A. Q. M. Vols. Lieut. Col. Alexander Bliss, A. Q. M., brevet Col. U. S. A.	Acting
5th ...	Colonel S. L. Brown, A. Q. M. Vols.	
6th ...	Colonel J. J. Dana, A. Q. M., U. S. A.	
7th ...	Colonel B. C. Card, A. Q. M., U. S. A.	Acting
8th ..	Colonel George V. Rutherford, A. Q. M. Vols.	
9th ..	Colonel B. C. Card, A. Q. M., U. S. A.	

No. 62.

*List of officers who have been assigned as Inspectors, Quartermaster's department
during the fiscal year ending June 30, 1865.*

Colonel Gilbert A. Pierce, A. Q. M. Vols. (Out of service.)
Colonel James F. Rusling, A. Q. M. Vols.
Colonel J. D. Cruttenden, A. Q. M. Vols.
Colonel J. C. Crane, A. Q. M. Vols.
Colonel J. D. Bingham, A. Q. M., U. S. A.
Colonel R. Brinkerhoff, A. Q. M. Vols.
Colonel H. Briggs, A. Q. M., U. S. A.
Colonel W. H. Owen, A. Q. M. Vols.

No. 63.

*List of officers who served as Chief Quartermasters of armies during the fiscal
year ending June 30, 1865.*

Armies.	Names and rank.	Remarks.
Armies operating against Richmond.	Brig. Gen. Rufus Ingalls, Q. M., U. S. A., brevet major general volunteers.	
With Sherman.....	Brevet Brig. Gen. L. C. Easton, Q. M., U. S. A.	
Cumberland.....	Col. A. J. Mackay, A. Q. M. Vols.	
Potomac.....	Col. R. W. Batchelder, A. Q. M., U. S. A., brevet brigadier general volunteers.	
	Brevet Maj. Gen. Rufus Ingalls, Q. M., U. S. A.	
With Sheridan.....	Lieut. Col. C. W. Tolles, A. Q. M. Vols.	Acting; dead
	Lieut. Col. Henry Page, A. Q. M. Vols.	Acting.
	Col. C. G. Sawtelle, A. Q. M., U. S. A.	
Tennessee.....	Col. J. T. Conklin, A. Q. M. Vols.	
James.....	Col. J. B. Howard, A. Q. M. Vols.	
Georgia.....	Col. H. M. Whittlesey, A. Q. M. Vols.	
Army of Ohio.....	Lieut. Col. J. F. Bryd, A. Q. M. Vols.	
With Butler.....	Col. Geo. S. Dodge, A. Q. M. vols., brevet brigadier general.	

List of officers who have acted as chief quartermasters of army corps during the fiscal year ending June 30, 1865.

Corps.	Name and rank.	Remarks.
1st...	Lieut. Col. Wm. Painter, A. Q. M. U. S. Vols . Brevet Col. C. H. Tompkins, A. Q. M. U. S. A.	Out of service.
2d ...	Lieut. Col. R. N. Batchelder, A. Q. M. Vols ... Lieut. Col. G. A. Shallenberger, A. Q. M. Vols.	Afterwards Chief Q. M. army of Potomac.
3d ...	Lieut. Col. J. B. Howard, A. Q. M. Vols.	
4th ..	Lieut. Col. H. C. Ransom, A. Q. M. U. S. A. Lieut. Col. Hiram Hays, A. Q. M. U. S. Vols. Captain Thos Palmer, A. Q. M. Vols	Acting during absence (in April, 1865) of Lieut. Col. Hays on board of examination.
5th ..	Lieut. Col. W. H. Owen, A. Q. M. Vols	Afterwards inspector Q. M. D.
	Lieut. Col. A. L. Thomas, A. Q. M. Vols	Out of service.
6th ..	Lieut. Col. C. W. Tolles, A. Q. M Vols	Dead.
	Lieut. Col. S. H. Manning, A. Q. M. Vols.	
7th ..	Lieut. Col. B. O. Carr, A. Q. M. Vols.	
	Lieut. Col. C. A. Henry, A. Q. M. Vols.	
8th ..	Lieut. Col. Alex. Bliss, A. Q. M. U. S. A., brevet colonel. Captain C. R. Tyler, A. Q. M. Vols	Acting during absence of Lieut. Col. Bliss on board of examination.
	Captain G. S. Blodgett, A. Q. M. U. S. A	Acting temporarily.
9th ..	Lieut. Col. L. H. Pierce, A. Q. M. U. S. A.	
10th ..	Lieut. Col. C. E. Fuller, A. Q. M. Vols.	
	Lieut. Col. G. W. Bradley, A. Q. M. Vols.	
11th ..	Lieut. Col. W. G. Le Duc, A. Q. M. Vols.	
12th ..	Lieut. Col. Chas. Hopkins, A. Q. M. Vols.	
13th ..	Lieut. Col. A. N. Shipley, A. Q. M. U. S. A.	
14th ..	Lieut. Col. A. J. Mackay, A. Q. M. Vols. Lieut. Col. J. E. Remington, A. Q. M. Vols.	
15th ..	Lieut. Col. G. L. Fort, A. Q. M. Vols.	
16th ..	Lieut. Col. Elias Nigh, A. Q. M. U. S. A. Captain C. K. Drew, A. Q. M. Vols	Acting.
17th ..	Lieut. Col. E. M. Joel, A. Q. M. Vols.	
18th ..	Lieut. Col. J. B. Howard, A. Q. M. Vols	Afterwards Chief Q. M. 24th army corps.
19th ..	Lieut. Col. J. G. Chandler, A. Q. M. U. S. A.	
20th ..	Lieut. Col. W. G. Le Duc, A. Q. M. Vols.	
21st...	Consolidated with the 4th army corps	No officer ever appointed.
22d ...	Lieut. Col. E. M. Greene, A. Q. M. Vols.	
23d ...	Lieut. Col. J. F. Boyd, A. Q. M. Vols. Captain J. B. Campbell, A. Q. M. Vols	Acting temporarily.
24th ..	Lieut. Col. J. B. Howard, A. Q. M. Vols	Afterwards Chief Q. M. army of James.
	Lieut. Col. A. B. Lawrence, A. Q. M. Vols.	
25th ..	Lieut. Col. H. B. Blood, A. Q. M. Vols.	

No. 64.

List of officers who served as Chief Quartermasters of departments during the fiscal year ending June 30, 1865.

Departments.	Names and rank.	Remarks.
Valley of Mississippi.....	Brevet Brig. Gen. R. Allen, Q. M. U. S. A., brevet major general volunteers.	
Cumberland.....	Brevet Brig. Gen. J. L. Donaldson, Q. M. U. S. A., brevet major general volunteers.	
East	Brevet Brig. Gen. S. Van Vliet, Q. M. U. S. A.	
Missouri	Captain Wm. Myers, A. Q. M. U. S. A., Col., A. D. C., brevet brigadier general.	
Pacific.....	Lieut. Col. E. B. Babbitt, D. Q. M. G. U. S. A.	
Middle	Lieut. Col. Alex. Bliss, A. Q. M. U. S. A., Bvt. Col. U. S. A., Chief Q. M. 8th A. C.	Acting.
Washington	Colonel E. M. Greene, A. Q. M. Vols.	Out of service.
	Colonel J. A. Elison, A. Q. M. Vols.	
	Colonel M. J. Ludington, A. Q. M. Vols.	
Northern	Colonel C. H. Hoyt, A. Q. M. Vols., brevet brigadier general.	
Susquehanna.....	Colonel J. G. Johnson, A. Q. M. Vols.	Out of service
Tennessee.....	Colonel J. D. Bingham, A. Q. M., Bvt. Col. U. S. A., now insp'r quartermaster's dep't.	
	Colonel M. C. Garber, A. Q. M. Vols.	
Virginia and North Carolina.	Colonel H. Biggs, A. Q. M. U. S. A., brevet brigadier general volunteers.	
	Colonel R. C. Webster, A. Q. M. Vols.	
West Virginia	Captain J. G. Farnsworth, A. Q. M. Vols.	
	Captain A. V. Barringer, A. Q. M. Vols.	Out of service.
South	Capt. C. W. Thomas, A. Q. M. Bvt. Maj. U. S. A.	
Virginia	Colonel W. L. James, A. Q. M. Vols.	
Gulf	Capt. S. B. Holabird, A. Q. M. U. S. A., Colonel, aide-de-camp.	
Northwest	Major Fred. Myers, Q. M. U. S. A., Lieut. Col., aide-de-camp.	
New Mexico.....	Colonel J. C. McFerran, Q. M. U. S. A.	
North Carolina	Colonel G. S. Dodge, A. Q. M. Vols.	
	Colonel J. F. Boyd, A. Q. M. Vols.	
Arkansas	Colonel B. O. Carr, A. Q. M. Vols.	Out of service.
	Colonel H. T. Noble, A. Q. M. Vols.	
Kentucky.....	Colonel H. Howland, A. Q. M. Vols.	
Pennsylvania	Colonel J. G. Johnson, A. Q. M. Vols.	Out of service
	Colonel George W. Bradley, A. Q. M. Vols.	

No. 65.

List of principal depots, with the names of officers in charge during the fiscal year ending June 30, 1865.

Depots.	Names of officers.	Remarks.
New York, N. Y.	Bvt. Brig. Gen. D. H. Vinton, D. Q. M. G.	
Philadelphia, Pa.	Colonel A. J. Perry, A. Q. M. U. S. A..	Acting for a time.
	Colonel H. Biggs, A. Q. M. U. S. A.	At different dates.
	Colonel W. W. McKim, A. Q. M. U. S. A.	Assigned.
Washington, D. C. ...	Brevet Maj. Gen. D. H. Rucker, Q. M. U. S. A., brevet major general vols.	
Baltimore, Md.	Colonel R. M. Newport, A. Q. M. Vols..	Assigned.
Chicago, Ill.	Colonel J. A. Elison, A. Q. M. Vols.	Do.
Ft. Leavenworth, Kas.	Colonel J. A. Potter, A. Q. M. U. S. A..	Do.
Detroit, Mich.	Colonel G. W. Lee, A. Q. M. Vols.	Do.
St. Louis, Mo.	Captain Wm. Myers, A. Q. M. U. S. A., Col., A. D. C.	
Louisville, Ky.	Colonel G. F. Clark, A. Q. M. Vols.	Do.
Cincinnati, Ohio.	Colonel W. W. McKim, A. Q. M. U. S. A.	
	Colonel C. W. Moulton, A. Q. M. U. S. A.	Do.
Columbus, Ohio.	Colonel Raymond Burr, A. Q. M. Vols..	Do.
City Point, Va.	Colonel P. P. Pitkin, A. Q. M. Vols.	Out of service. Assigned.
	Colonel G. W. Bradley, A. Q. M. Vols..	Assigned.
New Orleans, La.	Captain C. K. Mark, A. Q. M. Vols.	
Fort Monroe, Va.	Brevet Maj. W. L. James, A. Q. M. Vols.	

No. 66.

List of officers serving at depots other than principal depots during the fiscal year ending June 30, 1865.

Depots.	Names of officers.
Alexandria, Va.	Brevet Lieut. Col. J. G. C. Lee, A. Q. M. U. S. A.
Boston, Mass.	Captain J. W. McKim, A. Q. M. Vols.
Brattleboro', Vt.	Captain F. O. Sawyer, A. Q. M. Vols.
Covington, Ky.	Captain J. P. Webster, A. Q. M. Vols.
Chattanooga, Tenn.	Captain W. R. Hopkins, A. Q. M. Vols.
Cairo, Ill.	Captain A. C. Woolfolk, A. Q. M. U. S. A.
Concord, N. H.	Captain A. Norton, A. A. Q. M. and C. S.
Camp Dennison, Ohio.	Captain Ralph Plumb, A. Q. M. Vols.
Davenport, Iowa.	Captain E. Corning, A. Q. M. Vols.
Giesboro', D. C.	Captain L. L. Moore, A. Q. M. Vols.
	Captain George T. Browning, A. Q. M. Vols.
Harrisburg, Pa.	Captain E. C. Reichenbach, A. Q. M. Vols.
Indianapolis, Ind.	Captain James Wilson, A. Q. M. Vols.
Lexington, Ky.	Captain J. B. Campbell, A. Q. M. Vols.
Memphis, Tenn.	Lieut. Col. R. E. Clary, D. Q. M. G. U. S. A.
New Haven, Conn.	Captain D. D. Bullock, A. Q. M. Vols.
Pittsburg, Pa.	Lieut. Col. O. Cross, D. Q. M. G. U. S. A.
Portland, Me.	Captain H. Inman, A. Q. M. U. S. A.
Rock Island, Ill.	Captain J. J. McDermid, A. Q. M. Vols.
San Francisco, Cal.	Major R. W. Kirkham, Q. M. U. S. A.
Quincy, Ill.	Captain Newton Flagg, A. Q. M. Vols.

No. 67.

Names of officers of the Quartermaster's department who have been specially mentioned to the Quartermaster General for good service.

Names.	Rank.	Remarks.
REGULARS.		
M. S. Miller	Major.	
J. C. McFerran	Major.....	Colonel under act of July 4, 1864.
J. D. Bingham	Captain.....	Colonel under act of July 4, 1864.
Augustus Boyd.....	Captain.....	Resignation accepted October 11, 1864. Spe
H. C. Hodges.....	Captain.	cial Order 341, A. G. O.
J. A. Potter.....	Captain.....	Colonel under act of July 4, 1864.
C. H. Tompkins.....	Capt. and bvt. col ..	Lieutenant colonel under act of July 17, 1862.
A. N. Shipley	Captain.....	Lieutenant colonel under act of July 17, 1862.
E. B. Carling	Captain and brevet lieutenant colonel.	
F. J. Crilley	Captain.	
Alexander Bliss.....	Capt. and bvt. col ..	Lieutenant colonel under act of July 17, 1862.
A. C. Woolfolk.....	Captain.	
L. H. Pierce	Captain.....	Lieutenant colonel under act of July 17, 1862.
J. G. C. Lee	Captain and brevet lieutenant colonel.	
J. M. Moore	Captain.	
E. B. Grimes.....	Captain.....	Appointed May 16, 1865.
VOLUNTEERS.		
Allen, E. S.....	Captain.	
Burr, Raymond	Captain.....	Colonel under act of July 4, 1864.
Bradley, G. W	Captain.....	Colonel under act of July 4, 1864.
Bailhache, W. H	Captain.....	Resigned. Resignation accepted June 5, 1865
Brinkerhoff, R	Captain.....	Colonel under act of July 4, 1864.
Brooks, James	Captain.	
Bowels, T. C.....	Captain.	
Burr, A. G.....	Captain.	
Bowman, Henry.....	Captain.....	Major under act of July 4, 1864.
Bliven, C. E	Captain.....	Appointed October 24, 1864.
Browning, G. F	Captain.	
Belcher, J. H	Captain.....	Appointed October 14, 1864.
Bean, S. B	Captain.....	Major under act of July 4, 1864.
Conklin, J. T	Captain and brevet brigadier general.	Colonel under act of July 4, 1864.
Cruttenden, J. D	Captain.....	Colonel under act of July 4, 1864.
Cochrane, W. H. D..	Captain.....	Major under act of July 4, 1864.
Chapman, E. D	Captain.	
Cox, T. J.....	Captain.	
Carlile, T. J	Captain.	
Cumming, Alex. M ..	Captain.	
Cadwallader, G. B...	Captain.	
Colburn, W. J	Captain.....	Appointed September 19, 1864.
Crowell, J. H	Captain.	
Cilley, Jno. K.....	Captain.	
Chamberlain, H. S...	Captain.	
Currie, William	Captain.	
Campbell, Jno. B....	Captain.	
Daniels, W. H	Capt. and bvt. major.	Major under act of July 4, 1864.
Del Vecchio, Jas. R..	Captain.	
Dunton, A. T	Captain.	
Drew, C. K.....	Captain.	
Dexter, J. B	Captain.	
Elwell, J. J	Captain.	
Edwards, Arthur	Capt. and bvt. col.	
Elwell, Jos. S.	Captain.....	Appointed February 2, 1865; appointment cancelled June 6, 1865.

No. 67.—*Names of officers of the Quartermaster's department, &c.*—Continued.

Names.	Rank.	Remarks.
Fort, G. L.....	Captain.....	Lieutenant colonel under act of July 17, 1862.
Flagg, Newton.....	Capt. and bvt. major.	
Farnsworth, J. G.....	Captain.	
Farnsworth, H. J.....	Captain.....	Appointed July 8, 1864.
Forsyth, L. Cass.....	Captain.	
Finney, C. G.....	Captain.....	Major under act of July 4, 1864.
Furey, John V.....	Captain.	
Farnum, E. J.....	Captain.	
Farr, E. P.....	Captain.....	Appointed March 6, 1865.
Garber, M. C.....	Captain.....	Colonel under act of July 4, 1864.
Goodridge, M. H.....	Captain.	
Goldie, William.....	Captain.	
Gleason, James.....	Capt. and bvt. major.	Major under act of July 4, 1864.
Garvens, H.....	Captain.	
Gear, Alonzo S.....	Captain.	
Grierson, Jno. C.....	Captain.....	Appointed February 11, 1865.
Hayes, Hiram.....	Captain.....	Lieutenant colonel under act of July 17, 1862.
Hopkins, W. R.....	Captain.	
Holden, William.....	Captain.	
Hibbard, G. B.....	Captain.	
Hamill, S. R.....	Captain.	
Hunt, T. B.....	Captain.	
Hutchings, W. V.....	Captain.....	Resignation accepted May 29, 1865.
Howell, W. T.....	Captain and brevet lieutenant colonel.	
Jennings, Jno. R.....	Captain.	
Jones, J. E.....	Captain.	
Johnson, H. W.....	Captain.....	Appointed June 1, 1865. Major under act of July 4, 1864.
Kimball, A. S.....	Captain.	
Kelly, Jno. L.....	Captain.	
Kerr, Thos. J.....	Captain.	
Kirk, E. B.....	Captain.	
Kelly, B. F.....	Captain.	
Lawrence, A. B.....	Captain.....	Lieutenant colonel under act of July 17, 1862.
Lee, Geo. W.....	Captain.....	Colonel under act of July 4, 1864.
Lacey, H. A.....	Captain.	
Mackay, A. J.....	Captain.....	Colonel under act of July 4, 1864.
Morford, W. E.....	Captain.	
McClung, D. W.....	Captain.	
Morgan, R. C.....	Captain.	
Metcalf, L. S.....	Captain.	
Morse, E. A.....	Captain.	
McKim, Jno. W.....	Captain.	
Manning, S. H.....	Capt. and bvt. major.	Lieutenant colonel under act of July 17, 1862.
McDermid, J. J.....	Captain.	
Newport, R. M.....	Captain.....	Colonel under act of July 4, 1864.
Noble, H. T.....	Captain.....	Colonel under act of July 4, 1864.
Norton, G. A.....	Captain.	
Owen, W. H.....	Captain.....	Colonel under act of July 4, 1864. Honorably mustered out June 19, 1865.
Owen, R. B.....	Captain.	
Parsons, L. B.....	Col., A. D. C.....	Brigadier general of volunteers.
Plumb, Ralph.....	Captain.	
Plato, Nelson.....	Captain.....	Major under act of July 4, 1864.
Perkins, F. W.....	Captain.	
Peugnet, E.....	Captain.	
Parker, G. L.....	Captain.	
Power, Jos. T.....	Capt. and bvt. major	
Parsons, Charles.....	Captain.....	Resignation accepted July 5, 1864.
Parks, John.....	Captain.	
Poor, L. A.....	Captain.	
Pitkin, P. P.....	Captain.....	Resignation accepted November 7, 1864. Col- onel under act of July 4, 1864.
Rusling, J. F.....	Captain.....	Colonel under act of July 4, 1864.

No. 67.—*Names of officers of the Quartermaster's department, &c.—Continued.*

Names.	Rank.	Remarks.
Rundle, S. E.....	Captain.	
Restieaux, E. B. W..	Captain.	
Reichenbach, E. C...	Captain.	
Rutherford, Jno. P ..	Captain.	
Remington, J. E	Captain.....	Lieutenant colonel under act of July 17, 1862.
Rutherford, R. C	Captain.....	Appointed December 20, 1864.
Royce, H. A	Captain.....	Appointed March 11, 1865.
Stinson, Daniel.....	Captain.	
Stager, Anson	Captain.....	Colonel and aide-de-camp.
Shallenberger, G. A..	Captain.....	Lieutenant colonel under act of July 17, 1862.
Smith, C. K.....	Captain.	
Stubbs, Jos. D	Captain.	
Staples, Robt. G.....	Captain.	
Strang, E. J	Capt. and bvt. col.	
Summers, Moses	Captain.	
Smith, H. M	Captain.	
Tighe, J. H	Captain.	
Tolles, C. W	Captain.....	Lieutenant colonel under act of July 17, 1862.
Tucker, A. M	Captain.	Died November 11, 1864.
Tredway, J. D	Captain.....	Appointed November 12, 1864.
Van Vliet, L. S	Captain.	
Van Ness, W. W	Captain.	
Webster, R. C	Captain.....	Colonel under act of July 4, 1864.
Wagner, C. B.....	Captain.	
Wing, C. T	Captain.	
Webster, G. P.....	Captain.	
Wilson, E. C	Captain.	
Welch, D. N.....	Captain.	
Wilson, James	Captain.	
Wilson, Thos. P.....	Captain.	
Winslow, G. C	Captain.	
Whitman, E. B.....	Captain.	
Woods, J. C	Captain.	
Wright, Samuel J ...	Captain.	
Wainwright, W. A ..	Captain.	
Watson, Chas. T	Captain.....	Appointed August 20, 1864.
Wickersham, M. D ..	Captain.	
Walbridge, C. E.....	Capt. and bvt. major.	
Wills, A. W	Capt. and bvt. major.	
Whittlesey, H. M.....	Captain.....	Colonel under act of July 4, 1864.

No. 68.

List of officers of the Quartermaster's department who have been promoted (by brevet) for faithful and meritorious services during the war.

Names.	Rank.	Remarks.
REGULARS.		
M. C. Meigs.....	Brevet major general.	
Charles Thomas.....	Brevet brigadier general.	
Thomas Swords.....	Brevet brigadier general.	
George H. Crosman..	Brevet brigadier general.	
D. H. Vinton.....	Brevet brigadier general.	
Robert Allen.....	Brevet brigadier general	Brevet major general volunteers.
J. L. Donaldson.....	Brevet brigadier general	Brevet major general volunteers.
L. C. Easton	Brevet brigadier general.	

No. 68.—*List of officers, &c.*—Continued.

Names.	Rank.	Remarks.
S. Van Vliet.....	Brevet brigadier general.	
D. H. Rucker.....	Brevet brigadier general	Brevet major general volunteers.
R. N. Batchelder.....	Brevet colonel.....	Brevet brigadier general volunteers.
S. B. Holabird.....	Brevet colonel.	
J. C. McFerran.....	Brevet colonel.	
J. J. Dana.....	Brevet colonel.	
C. W. Moalton.....	Brevet colonel.	
E. B. Babbitt.....	Brevet colonel.	
J. A. Potter.....	Brevet colonel.	
Benjamin C. Card.....	Brevet colonel.	
Judson D. Bingham..	Brevet colonel.	
William Myers.....	Brevet colonel	Brevet brigadier general volunteers.
W. W. McKim	Brevet colonel.	
H. M. Enos.....	Brevet colonel.	
Alexander Bliss	Brevet colonel.	
C. G. Sawtelle.....	Brevet colonel.	
Alexander J. Perry...	Brevet colonel.	
Rufus Saxton.....	Brevet colonel	Brevet major general volunteers.
R. O. Tyler.....	Brevet colonel	Brevet major general volunteers.
A. Gillem.....	Brevet colonel	Brevet major general volunteers.
Charles H. Tompkins.	Brevet colonel.	
George B. Dandy.....	Brevet colonel.	
James A. Ekin.....	Brevet colonel	Brevet brigadier general volunteers.
Herman Biggs.....	Brevet colonel	Brevet brigadier general volunteers.
C. W. Thomas.....	Brevet lieutenant colonel.	
John G. Chandler	Brevet lieutenant colonel.	
H. C. Hodges.....	Brevet lieutenant colonel.	
L. H. Peirce.....	Brevet lieutenant colonel.	
Alexander N. Shipley.	Brevet lieutenant colonel.	
H. C. Ransom.....	Brevet lieutenant colonel.	
W. L. Lothrop.....	Brevet lieutenant colonel.	
E. B. Carling.....	Brevet lieutenant colonel.	
J. G. C. Lee.....	Brevet lieutenant colonel.	
A. C. Woolfolk.....	Brevet major.	
F. J. Crilley.....	Brevet major.	
A. G. Robinson.....	Brevet major.	
G. S. Blodgett.....	Brevet major.	
James M. Moore.....	Brevet major.	
VOLUNTEERS.		
George V. Rutherford.	Brevet brigadier general.	
George D. Wise.....	Brevet brigadier general.	
H. M. Whittlesey	Brevet brigadier general.	
A. J. Mackay.....	Brevet brigadier general.	
J. F. Boyd	Brevet brigadier general.	
J. T. Conklin.....	Brevet brigadier general.	
S. L. Brown.....	Brevet brigadier general.	
George S. Dodge.....	Brevet brigadier general.	
C. H. Hoyt.....	Brevet brigadier general.	
H. T. Noble	Brevet colonel.	
M. J. Ludington.....	Brevet colonel.	
J. F. Rusling.....	Brevet colonel.	
Raymond Burr.....	Brevet colonel.	
George W. Lee.....	Brevet colonel.	
J. D. Cruttenden.....	Brevet colonel.	
J. B. Howard.....	Brevet colonel.	
R. C. Webster	Brevet colonel.	
W. L. James.....	Brevet colonel.	
L. S. Metcalf	Brevet colonel.	
Charles T. Wing.....	Brevet colonel.	
J. G. Farnsworth.....	Brevet colonel.	

No. 68.—*List of officers, &c.*—Continued.

Names.	Rank.	Remarks.
G. W. Bradley.....	Brevet colonel.	
R. M. Newport.....	Brevet colonel.	
M. C. Garber.....	Brevet colonel.	
Henry Page.....	Brevet colonel.	
A. P. Blunt.....	Brevet colonel.	
Arthur Edwards.....	Brevet colonel.	
C. H. Irvin.....	Brevet colonel.	
John H. James.....	Brevet colonel.	
H. L. Robinson.....	Brevet colonel.	
Ingham Coryell.....	Brevet lieutenant colonel.	
G. L. Fort.....	Brevet lieutenant colonel.	
G. A. Shallenberger..	Brevet lieutenant colonel.	
E. M. Joel.....	Brevet lieutenant colonel.	
J. E. Remington.....	Brevet lieutenant colonel.	
A. B. Lawrence.....	Brevet lieutenant colonel.	
M. D. Wickersham...	Brevet lieutenant colonel.	
W. H. D. Cochrane..	Brevet lieutenant colonel.	
E. S. Allen.....	Brevet lieutenant colonel.	
Hiram Hayes.....	Brevet lieutenant colonel.	
William Goldie.....	Brevet lieutenant colonel.	
A. T. Dunton.....	Brevet lieutenant colonel.	
S. H. Manning.....	Brevet lieutenant colonel.	
H. B. Blood.....	Brevet lieutenant colonel.	
G. B. Cadwallader...	Brevet lieutenant colonel.	
George E. Dunbar....	Brevet lieutenant colonel.	
E. J. Strang.....	Brevet lieutenant colonel.	
G. A. Pierce.....	Brevet lieutenant colonel.	
W. T. Howell.....	Brevet lieutenant colonel.	
Hanson Rasin.....	Brevet major.	
E. C. Richenbach....	Brevet major.	
E. B. Kirk.....	Brevet major.	
Thomas B. Hunt.....	Brevet major.	
W. M. Kimball.....	Brevet major.	
George W. Johnes....	Brevet major.	
H. B. Lacey.....	Brevet major.	
Benjamin Burton....	Brevet major.	
C. B. Wagner.....	Brevet major.	
Henry Howland.....	Brevet major.	
R. C. Morgan.....	Brevet major.	
Thomas J. Cox.....	Brevet major.	
J. F. Hazelton.....	Brevet major.	
A. Austin.....	Brevet major.	
W. H. Daniels.....	Brevet major.	
M. H. Mandeville....	Brevet major.	
G. W. Davis.....	Brevet major.	
H. F. Gerrish.....	Brevet major.	
M. H. Alberger.....	Brevet major.	
C. W. Folsom.....	Brevet major.	
W. H. Brown.....	Brevet major.	
H. C. King.....	Brevet major.	
F. Lyon.....	Brevet major.	
W. H. Lambert.....	Brevet major.	
E. P. Farr.....	Brevet major.	
H. C. Lawrence.....	Brevet major.	
C. B. Whittemore....	Brevet major.	
Henry Brownson....	Brevet major.	
B. C. Carter.....	Brevet major.	
H. M. Smith.....	Brevet major.	
J. E. Jones.....	Brevet major.	
Alexander Conn.....	Brevet major.	
Fred. Crain.....	Brevet major.	
Charles G. Finney...	Brevet major.	

No. 68.—*List of officers, &c.*—Continued.

Names.	Rank.	Remarks.
T. D. Treadway.....	Brevet major.	
C. M. Sampson.....	Brevet major.	
T. J. Carlile.....	Brevet major.	
C. K. Smith.....	Brevet major.	
James Gleason.....	Brevet major.	
J. K. Cilley.....	Brevet major.	
P. Heistand.....	Brevet major.	
J. C. Mann.....	Brevet major.	
S. B. Bean.....	Brevet major.	
O. O. Potter.....	Brevet major.	
E. D. Chapman.....	Brevet major.	
T. C. Bowles.....	Brevet major.	
Newton Flagg.....	Brevet major.	
Daniel Stinson.....	Brevet major.	
E. M. Camp.....	Brevet major.	
G. A. Flagg.....	Brevet major.	
Joseph T. Powers.....	Brevet major.	
A. Webster.....	Brevet major.	
A. W. Wills.....	Brevet major.	
John R. Craig.....	Brevet major.	
C. E. Walbridge.....	Brevet major.	
C. S. McEntee.....	Brevet major.	
Q. J. Drake.....	Brevet captain (lieutenant 12th Illinois volunteers.)	

No. 69.

QUARTERMASTER GENERAL'S OFFICE, 9TH DIVISION,
Washington, D. C., October 12, 1865.

GENERAL: I have the honor to submit the following report of officers' money and property accounts pertaining to the Quartermaster's department, (excluding clothing, camp and garrison equipage accounts,) received at this office, and examined and transmitted to the treasury, from the 1st day of July, 1861, to the 30th day of June, 1865, and of those remaining on hand on the last named date:

I.

Total number of accounts received during the fiscal year commencing July 1, 1861, and ending June 30, 1862	7, 094
Of which there were money accounts.....	2, 176
property accounts.....	3, 760
company accounts.....	1, 158
	<u>7, 094</u>

All have been examined and transmitted to the treasury.

II.

Total number of accounts received during the fiscal year commencing July 1, 1862, and ending June 30, 1863.....	29, 153
Of which there were money accounts.....	6, 787
property accounts.....	18, 336
company accounts.....	4, 030
	<u>29, 153</u>

All have been examined and transmitted to the treasury.

III.

Total number of accounts received during the fiscal year commencing July 1, 1863, and ending June 30, 1864.....	67, 856
Of which there were money accounts.....	10, 908
property accounts.....	38, 628
company accounts.....	18, 320
	<u>67, 856</u>
Number examined and transmitted to the treasury.....	14, 588
To be examined	53, 268
	<u>67, 856</u>

IV.

Total number of accounts received during the fiscal year commencing July 1, 1864, and ending June 30, 1865.....	72, 299
Of which there were money accounts.....	8, 507
property accounts.....	42, 339
company accounts.....	21, 453
	<u>72, 299</u>

RECAPITULATION.

Total number of money accounts received from July 1, 1861, to June 30, 1865.....	28, 378		
Examined and sent to treasury.....	.....	16, 189	
On hand to be examined .....	.....	.....	12, 189
Property accounts received from July 1, 1861, to June 30, 1865.....	103, 063		
Examined and sent to treasury.....	.....	34, 112	
On hand to be examined .....	.....	.....	68, 951
Company accounts received from July 1, 1861, to June 30, 1865.....	44, 961		
Examined and sent to the treasury .....	.....	12, 958	
On hand to be examined .....	.....	.....	32, 003
	<u>176, 402</u>	<u>63, 259</u>	<u>113, 143</u>
Total	<u>176, 402</u>	<u>63, 259</u>	<u>113, 143</u>

The total number of accounts received in each of the last four fiscal years is as follows:

Year commencing July 1, 1861, and ending June 30, 1862.....	7, 094
Year commencing July 1, 1862, and ending June 30, 1863.....	29, 153
Year commencing July 1, 1863, and ending June 30, 1864.....	67, 856
Year commencing July 1, 1864, and ending June 30, 1865.....	72, 299

In order to bring up the arrears in the examination of these accounts, I have the honor, respectfully, to recommend that there be employed, temporarily, one hundred and fifty clerks. If this additional force is authorized, an additional building for their accommodation will be required.

Very respectfully, &c.,

BENJ. C. CARD,

Colonel Quartermaster's Department, in charge of Division.

Brevet Major General M. C. MEIGS,

Quartermaster General U. S. Army.

No. 70.

[General Orders No. 35.]

QUARTERMASTER GENERAL'S OFFICE,
Washington City, August 29, 1864.

The following act of Congress, approved July 4, 1864, entitled "An act to restrict the jurisdiction of the Court of Claims, and to provide for the payment of certain demands for quartermasters' stores and subsistence supplies furnished to the army of the United States," and the following "rules and regulations to govern in the submission and examination of claims to be presented to the Quartermaster General and to the Commissary General of Subsistence, respectively," under the act aforesaid, are published for the information and guidance of the officers and agents of the Quartermaster's department.

M. C. MEIGS,
Quartermaster General and Brevet Major General.

AN ACT to restrict the jurisdiction of the Court of Claims, and to provide for the payment of certain demands for quartermasters' stores and subsistence supplies furnished to the army of the United States.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the jurisdiction of the Court of Claims shall not extend to or include any claim against the United States growing out of the destruction or appropriation of, or damage to, property by the army or navy, or any part of the army or navy engaged in the suppression of the rebellion from the commencement to the close thereof.

SEC. 2. *And be it further enacted,* That all claims of loyal citizens in States not in rebellion, for quartermasters' stores actually furnished to the army of the United States and receipted for by the proper officer receiving the same, or which may have been taken by such officers without giving such receipt, may be submitted to the Quartermaster General of the United States, accompanied with such proofs as each claimant can present of the facts in his case; and it shall be the duty of the Quartermaster General to cause such claim to be examined, and, if convinced that it is just, and of the loyalty of the claimant, and that the stores have been actually received or taken for the use of and used by said army, then to report each case to the Third Auditor of the Treasury, with a recommendation for settlement.

SEC. 3. *And be it further enacted,* That all claims of loyal citizens in States not in rebellion, for subsistence actually furnished to said army, and receipted for by the proper officer receiving the same, or which may have been taken by such officers without giving such receipt, may be submitted to the Commissary General of Subsistence, accompanied with such proof as each claimant may have to offer; and it shall be the duty of the Commissary General of Subsistence to cause each claim to be examined; and, if convinced that it is just, and of the loyalty of the claimant, and that the stores have been received or taken actually for the use of and used by said army, then to report each case for payment to the Third Auditor of the Treasury, with a recommendation for settlement.

Approved July 4, 1864.

The following rules and regulations to govern in the submission and examination of claims to be presented to the Quartermaster General, and to the Commissary General of Subsistence, respectively, under the act of July 4, 1864, entitled "An act to restrict the Court of Claims, and to provide for the payment of certain demands for quartermasters' stores and subsistence supplies furnished to the army of the United States," and the evidence or proofs which must accompany them, are hereby established.

I.

CLAIMS TO BE SUBMITTED TO AND EXAMINED BY THE QUARTERMASTER GENERAL.

All claims of loyal citizens in States not in rebellion, for quartermasters' stores actually furnished to the army of the United States, and receipted for by the proper officer receiving the same, or which may have been taken by such officers without giving such receipts.

II.

CLAIMS TO BE SUBMITTED TO AND EXAMINED BY THE COMMISSARY GENERAL OF SUBSISTENCE.

All claims of loyal citizens in States not in rebellion, for subsistence actually furnished to said army, and receipted for by the proper officer receiving the same, or which may have been taken by such officer without giving such receipts.

III.

PROOFS REQUIRED IN SUPPORT OF THE ABOVE CLASSES OF CLAIMS.

1st. That the claimant is a loyal citizen of a State not in rebellion. Claims of citizens of the following States and parts of States declared by the President of the United States, by his proclamation of the 1st day of January, 1863, to be in rebellion, will not be considered, viz: Arkansas, Texas, Louisiana, (except the parishes of St. Bernard, Plaquemines, Jefferson, St. John, St. Charles, St. James, Ascension, Assumption, Terre Bonne, Lafourche, St. Mary, St. Martin, and Orleans, including the city of New Orleans,) Mississippi, Alabama, Florida, Georgia, South Carolina, North Carolina, and Virginia, (except the forty-eight counties designated as West Virginia, and also the counties of Berkeley, Accomac, Northampton, Elizabeth City, York, Princess Anne, and Norfolk, including the cities of Norfolk and Portsmouth.)

2d. *Citizenship*.—The claimant will be required to show by his own affidavit, supported by the certificate of the clerk or recorder of the town or county of which he claims to be a citizen, that said claimant is a citizen of said town or county.

3d. *Loyalty*.—The claimant will be required to file with his claim the oath of allegiance to the government of the United States, as prescribed by the President's proclamation of the 8th of December, 1863, supported by the certificate of a United States officer, civil or military, that the said claimant was, at the date his claim originated, and has been ever since, loyal to the United States; or the sworn statement of the same facts of at least two witnesses, whose loyalty and credibility shall be vouched for by the certificate of the officers before mentioned.

IV.

Claims arising under this act must be presented by the claimant, or his authorized attorney; and in the latter case it must be shown by the certificate of the assessor or collector of his district that he has been duly licensed and authorized to act as claim agent.

V.

VALIDITY OF CLAIMS.

1st. When quartermasters' stores or subsistence supplies have been taken by officers and receipted for, such receipts or vouchers must be filed.

2d. When such stores or supplies have been taken by officers without giving such receipts, the claim must set forth the kinds and quantity of stores or supplies; when, where, and by what officer taken; the price or value thereof; and must be supported by the affidavit of the claimant as to the correctness of the claim; that the articles named in the claim were actually delivered to or taken by said officer for the use of the army; that no receipt or voucher has been received therefor; that no payment has been made, or compensation received in any way, or from any source whatever, for the whole or any part of said claim; that it has not been transferred to any person or persons whomsoever, and that the rates or prices charged are reasonable and just, and do not exceed the market rate or price of the article at the time and place stated.

3d. In all cases, whether or not receipts have been given for the stores or supplies, the affidavit required by the next preceding paragraph must be supported by such additional affidavits, or other proofs in relation to the facts stated, as may be attainable. The credibility of the claimant and of the witnesses must be vouched for by the certificate of an officer of the United States, civil or military.

4th. Proof must be furnished, as far as attainable, that the quartermasters' stores or subsistence supplies mentioned have been actually used by the army of the United States.

VI.

Under the internal revenue law each affidavit and certificate must have affixed to it a five-cent internal revenue stamp, which must be cancelled by the party affixing it by writing across thereof his initials and the date.

VII.

Claims for damages or for losses sustained by thefts or depredations committed by troops will not be considered under the act above referred to.

(Signed)

M. C. MEIGS,

Brevet Major General and Quartermaster General.

(Signed)

A. E. SHIRAS,

Colonel, Acting Commissary General of Subsistence.

Approved: By order of the Secretary of War.

(Signed)

C. A. DANA,

Assistant Secretary of War.

WAR DEPARTMENT, August 26, 1864.

No. 71.

[General Orders No. 43.]

QUARTERMASTER GENERAL'S OFFICE,

Washington, D. C., September 23, 1864.

The Secretary of War having approved (16th September, 1864) the following rules and regulations relating to the purchase, procurement, and disposition of horses and mules for the army, they are published for the information and guidance of officers and agents of the Quartermaster's department.

M. C. MEIGS,

Brevet Major General and Quartermaster General.

RULES AND REGULATIONS.

The following rules and regulations to govern in the purchase, procurement, and disposition of horses and mules for the public service are hereby established:

Cavalry horses must be sound in all particulars, well broken, in full flesh, and good condition, from fifteen (15) to sixteen (16) hands high, from five (5) to nine (9) years old, and well adapted in every way to cavalry purposes. Horses between nine (9) and ten (10) years of age, if still vigorous, sprightly, and healthy, may be accepted.

Artillery horses must be of dark colors, sound in all particulars, strong, quick, and active, well broken, and square trotters in harness; in good flesh and condition, from six (6) to ten (10) years old; not less than fifteen and one-half (15½) hands high; each horse to weigh not less than ten hundred and fifty (1050) pounds.

Mules must be over two (2) years of age; strong, stout, compact, well-developed animals, in full health, free from any blemish or defect which would unfit them for severe work, and must have shed the four front colt's teeth and developed the corresponding four permanent teeth—two in each jaw.

The foregoing specifications must be rigidly adhered to. No discretion is allowed to an inspector to accept any animal which these specifications would reject.

All animals, when inspected and received, must be branded with the letters U. S. on the near shoulder, and on the neck with the initial letters of the name of the officer purchasing.

All officers and inspectors will be held to a strict accountability for their purchases. Their attention is specially directed to section 6 of the act of Congress approved July 4, 1864, "for the better organization of the Quartermaster's department," as follows:

"SEC. 6. *And be it further enacted*, That all inspectors of horses, mules, clothing, fuel, forage, lumber, hired transports, and other supplies of the Quartermaster's department, shall be sworn (or affirmed) to perform their duties in a faithful and impartial manner; and shall, for any corruption, wilful neglect, or fraud, in the performance of their duties, be liable to punishment by fine and imprisonment by sentence of court-martial or military commission; and if any contractor or person furnishing such supplies or transportation shall give, or offer to give, to any inspector of such supplies or transportation, or to any other person for his use, directly or indirectly, any money or other valuable consideration, such person giving or offering to give such money or other valuable consideration shall forfeit to the United States the full amount of his contract or contracts with the United States, and the name and offence of such person shall be published in general orders, and also in one newspaper of general circulation nearest to his place of residence."

All officers receiving public animals by transfer or invoice will, immediately upon receiving them, and before signing receipts, inspect them carefully, and will enter upon their receipts the condition of the animals when received, and state wherein they fail, if at all, to fulfil the requirements of the foregoing specifications.

When animals unfit for the public service are received, a full report will be made to the Quartermaster General at Washington.

The purchase of animals for the public service will be made only on authority received from the Quartermaster General's office.

Vouchers for payments for public animals must be accompanied by the authority or order for the purchase, and by the certificate of the properly authorized inspectors. (Blank forms, copy herewith, will be furnished from the Quartermaster General's office.)—(A.)

The special attention of all officers of the Quartermaster's department is called

to the following extract from General Orders of the War Department No. 392, series 1863, viz :

"When officers give or issue certified accounts for purchases made or services rendered in the Quartermaster's department, they will immediately send an abstract of them to the principal officer of the department in which they are serving, and to the Quartermaster General at Washington. Any officer failing to forward these abstracts will have his pay stopped until he sends them."

Estimates of funds for the purchase of public animals will be made direct upon the Quartermaster General, and must be accompanied by the authority for the purchases. Blank form of estimate (copy herewith) will be furnished from the Quartermaster General's office. 9—(A.)

Tri-monthly reports of purchasing and inspecting officers must be promptly mailed to the Quartermaster General, marked on the envelope "Tri-monthly reports—Division for supply of horses and mules." Blank forms, copies herewith, will be furnished from the Quartermaster General's office, (Nos. 1, 2, 3, 4, 5.*)

All communications relating to the purchase, procurement, and disposition of horses and mules, addressed to the Quartermaster General, must be indorsed on the envelope, "Division for supply of horses and mules."

(A.)

— certify, on honor, that — presented by — were inspected and accepted by — and that each and every — accepted complied with the required specifications, and that the inspection was conducted strictly in accordance with the instructions of the Quartermaster General; that they were all good, sound, serviceable — of the required height, age, and description, as set forth in said instructions, and branded as follows: —.

—, } *Military inspectors.*
—, }
—, }

—, inspector, employed by the Quartermaster's department, herewith subscribe to the foregoing certificate under oath.

—, } *Civil inspectors.*
—, }
—, }

Sworn and subscribed to before me this — day of —, 186 .

*No. 1. Tri-monthly summary statement.

No. 2. Public animals received, transferred, &c.

No. 3. Tri-monthly report of inspectors.

No. 4. Tri-monthly report of employés.

No. 5. Tri-monthly report of inspection of horses and mules, in the ten days ending 186 .

FORM 9.—(A.) (For Regulation, see below.)

*Estimate of advances and transfers to be made to officers for disbursement,
on account of Quartermaster's department, by ———, in the month
of ———, 1864.*

[illegible]

REGULATION.

All officers of the Quartermaster's department, whose duty it may be to make advances or transfers of funds to disbursing officers, will, with their monthly estimate, (form No. 9,) send to the Quartermaster General an additional estimate in the form herewith, (No. 9, A,) specifying the names of officers to whom it is expected to make such advances or transfers, their stations, the sums they have asked for, and the sum proposed to be advanced to them for disbursement.

(No. 1.)

Tri-monthly summary statement of receipts and disbursements, on account of the division for supply of horses and mules, at _____ by _____ for the ten days ending _____ 186 .

DR.

CR.

Date.		Dolls.	Cts.	Date.		Dolls.	Cts.
	To amount of purchases.				By amount on hand, as		
	To amount of expendi-				per last statement.		
	tures				By amount received from.		
	Amount on hand						
	Amount on hand in cer-						
	tificates of indebtedness						
	Amount on hand in cur-						
	rency						
	Total.....						

I certify, on honor, that the above statement is correct.

This order applies to all troops on board of transports, whether on duty or furlough, or in separate detachments; and the senior officer on board will be held responsible for any failure in the performance of the duties above imposed upon him, and for the enforcement in his command of strict observance of the article 37, revised army regulations, for the government of troops on transports.

He will require, when arriving in sight of port, a report of the voyage from the senior officer or acting officer of each staff department on board, and will transmit it with his own report, through the proper channel, to the Adjutant General of the army.

These reports should give any facts of interest touching the accommodation and health of the troops, the manner in which the officers and crew of the transport have performed their duties, and the length of the voyage, and any observations which may enable the War Department to detect and correct abuses and punish neglect.

This order will be placed in a conspicuous position in every chartered or purchased transport.

By order of the Secretary of War:

E. D. TOWNSEND,
Assistant Adjutant General.

No. 73.

[General Orders No. 24.]

QUARTERMASTER GENERAL'S OFFICE,
Washington, D. C., April 29, 1865.

I. In carrying out the provisions of General Orders No. 77, from the War Department, Adjutant General's office, dated 28th April, 1865, so far as relates to the Quartermaster's department, all chartered steamers, both ocean and river, which, under the new military situation, can be spared, will be discharged immediately.

II. Ocean steamers at distant ports will be loaded with the supplies which are no longer needed at such ports, and returned either to the depots of New York or of Washington.

III. Troops under orders to return north will be transported in the returning steamers, or in the steamers which are the property of the department.

IV. The chiefs of divisions of this office and the chiefs of the principal depots will immediately report to the Quartermaster General the extent of the reduction which they are able to make in the force of laborers, operatives, clerks, and agents, under their command.

V. It is understood that troops will be made available for most of the work at the depots, and that thus very large reductions in the rolls of employés will be possible.

VI. All railroad construction and repairs, except those needed on lines by which troops are still supplied, or by which troops may be marching, will cease.

VII. Construction and extension of all barracks, hospitals, and other buildings will cease, unless authorized upon special report, which, in all cases of necessity, should be made immediately by telegraph.

VIII. Property returns of all property on hand on the 30th April should be made up immediately, and forwarded to this office, with recommendations as to the dispositions to be made thereof, whether to be stored or to be sold, and where to be stored or sold in each case.

IX. The efforts of all officers of this department will be directed to the greatest possible reduction of expenditure consistent with the efficiency and comfort of the troops now about to be withdrawn from active operations in the field.

X. Attention of all officers of the Quartermaster's department is specially called to paragraph II and IX, of General Orders No. 77, which are herewith republished, as follows:

"II. That the Quartermaster General discharge all ocean transports not required to bring home troops in remote departments. All river and inland transportation, except that required for necessary supplies to troops in the field. Purchases of horses, mules, wagons, and other land transportation, will be stopped; also purchases of forage, except what is required for immediate consumption. All purchases for railroad construction and transportation will also be stopped.

"IX. The chiefs of the respective bureaus will immediately cause property returns to be made out of the public property in their charge, and a statement of the property in each that may be sold upon advertisement and public sale without prejudice to the service."

M. C. MEIGS,
Quartermaster General, Brevet Major General.

No. 74.

[General Orders No. 25.]

QUARTERMASTER GENERAL'S OFFICE,
Washington, D. C., April 29, 1865.

The chief of the inspection division will direct the inspectors to visit all depots and posts within their respective districts, and report the reductions which may be possible in expenditure, and make such suggestions therefor as may seem to them necessary.

Officers not on duty in the field or at important posts will also be selected, to be placed temporarily on inspection duty, in order that this inspection may be the more general and speedy.

M. C. MEIGS,
Quartermaster General, Brevet Major General.

No. 75.

[General Orders No. 28.]

QUARTERMASTER GENERAL'S OFFICE,
Washington, D. C., May 8, 1865.

All horses and mules on hand in the Quartermaster's department not fit for immediate issue will be advertised and sold at public sale as soon as the necessary public notice can be given.

Brevet Brigadier General Ekin, chief of the 1st division of the Quartermaster General's office, will telegraph the necessary instructions to each depot of animals.

Sales should be commenced within one week, and continued at regular intervals, until all unserviceable animals are disposed of.

They should be sold at the depots at which, or near which, they are kept at the time the order is received.

M. C. MEIGS,
Quartermaster General, Brevet Major General.

No. 76.

[General Orders No. 42.]

QUARTERMASTER GENERAL'S OFFICE,
Washington, D. C., July 15, 1865.

Large quantities of property belonging to the Quartermaster's department of the United States army are now being sold by order of the War Department. Special reports of such sales will be made and sent to the Quartermaster General at Washington.

These reports will state the kind of articles sold, and the amount realized by said sale, according to the annexed form.

They will be forwarded to the Quartermaster General's office daily, so long as the sales continue.

These reports are not intended to supersede the regular accounts of the sales of public property to be sent with officers' accounts and returns as required by the army regulations, which must be sent as heretofore.

The first reports after the receipt of this order will embrace all sales made since the 1st of May last.

Sales should be made at auction by persons employed for that purpose by the officers of this department or by clerks already employed who may be competent.

The compensation to be allowed to persons specially employed to make such sales should be a reasonable daily or monthly salary, not a commission or percentage on the amount sold.

M. C. MEIGS,

Quartermaster General, Brevet Major General.

FORM OF REPORT.

Abstract of sales of public property made at _____, under the direction of _____, on the _____ of _____, 186 .

Date of sale.	Description of property.	Amount.		Total.	
		Dolls.	Cts.	Dolls.	Cts.
	REGULAR SUPPLIES.				
	Fuel.....				
	Forage and straw.....				
	BARRACKS AND QUARTERS.				
	Barracks, quarters, hospitals.....				
	Material for ditto.....				
	TRANSPORTATION OF THE ARMY.				
	Ships, brigs, and other sail vessels.....				
	Steamers.....				
	Horses and mules, draft.....				
	Harness of all kinds.....				
	Wagons, carts, drays, ambulances, &c., &c., &c.....				
	INCIDENTAL EXPENSES.				
	Forges, horse and mule shoes and nails, &c., &c.....				
	Iron, steel, blacksmiths' tools, &c.....				
	Cavalry horses.....				
	Artillery horses.....				
	Mules.....				
	Clothing, and camp and garrison equipage.....				
	Total amount.....				

No. 77—A.

[General Orders No. 56.]

QUARTERMASTER GENERAL'S OFFICE,

Washington, D. C., September 28, 1865.

The following order, by the President of the United States, in relation to the relinquishment of the government's control over all railroads in the State of Tennessee, and their continuations in adjoining States, now occupied by the

United States military authorities, and no longer needed for military purposes, is published for the information of all officers and agents of the Quartermaster's department.

M. C. MEIGS,
Brevet Major General U. S. A., Quartermaster General.

WAR DEPARTMENT,
Washington, August 8, 1865.

GENERAL: It having been determined by the government to relinquish control over all railroads in the State of Tennessee, and their continuations in adjoining States, that have been in charge of and are now occupied by the United States military authorities, and no longer needed for military purposes, you are hereby authorized and directed to turn over the same to the respective owners thereof at as early a date as practicable, causing, in all cases of transfer as aforesaid, the following regulations to be observed and carried out:

1. Each and every company will be required to reorganize and elect a board of directors, whose loyalty shall be established to your satisfaction.

2. You will cause to be made out in triplicate, by such person or persons as you may indicate, a complete inventory of the rolling stock, tools, and other materials and property on each road.

3. Separate inventories will be, in the same manner, made of the rolling stock and other property originally belonging to each of said roads, and that furnished by and belonging to the government.

4. Each company will be required to give bonds satisfactory to the government that they will, in twelve months from the date of transfer as aforesaid, or such other reasonable time as may be agreed upon, pay a fair valuation for the government property turned over to said companies, the same being first appraised by competent and disinterested parties at a fair valuation, the United States reserving all government dues for carrying mails and other service performed by each company until said obligations are paid; and if at the maturity of said debt the amount of government dues retained as aforesaid does not liquidate the same, the balance is to be paid by the company in money.

5. Tabular statements will be made of all expenditures by the government for repairing each road, with a full statement of receipts from private freights, passage, and other sources; also a full statement of all transportation performed on government account, giving the number of persons transported, and amount of freight, and the distance carried in each case; all of said reports or tabular statements to be made in triplicate, one each for the Secretary of War, the military headquarters of the department, and the railroad company.

6. All railroads in Tennessee will be required to pay all arrearages of interest due on the bonds issued by that State prior to the date of its pretended secession from the Union, to aid in the construction of said roads, before any dividends are declared or paid to the stockholders thereof.

7. Buildings erected for government purposes on the line of railroads, and not valuable or useful for the business of said companies, should not form a legitimate charge against such companies; nor should they be charged for rebuilding houses, bridges, or other structures which were destroyed by the federal army.

8. You are authorized to give any orders to quartermasters within your division which you may deem necessary to carry into execution this order.

By order of the President:

EDWIN M. STANTON,
Secretary of War.

Major General GEORGE H. THOMAS,
Commanding Military Division of Tennessee, Nashville, Tenn.

No. 77—B.

[General Orders No. 62.]

QUARTERMASTER GENERAL'S OFFICE,

Washington, D. C., October 23, 1865.

The following order by the President of the United States, in relation to executive order of 8th of August, 1865, extending the provisions and benefits of the same to all railroads within the limits of the military division of the Tennessee desiring to purchase railroad rolling stock and material from the United States, for the purpose of repairing the losses of the war, is published for the information of all officers and agents of the Quartermaster's department.

M. C. MEIGS,

Brevet Major General U. S. A., Quartermaster General.

WAR DEPARTMENT,

Washington, D. C., October 14, 1865.

GENERAL: The provisions and benefits of the executive order of 8th of August are hereby extended to all railroads within the limits of your command desiring to purchase railroad rolling stock and material from the United States, for the purpose of repairing the losses of the war.

You are also authorized to direct the sale to any such railroads of rolling stock now within the limits of your command, and not needed by the United States for actual use, upon the following conditions, if they are preferred to the terms of the order of 8th August, and the individual security required by you under that order.

You will take care that this property is distributed among the several roads in proportion to their actual needs, and that none is sold to any railroad in excess of the reasonable requirements of its business, or to be used for purposes of speculation, sale, or hire to other roads.

You will require from all such railroad companies satisfactory bonds, in the form herewith enclosed, binding them to the payment to the United States of the full appraised value of the property sold to them, in equal monthly instalments, with interest at the rate of seven and three-tenths per cent. per annum, within two years, credit being allowed to them, on the first of each month, for any service of military transportation rendered by them during the preceding month, at the established rates now allowed to northern railroads for such service.

Full reports of all sales under this order will be made to the War Department from time to time, as required by existing orders.

The serviceable railroad iron in possession of the Quartermaster's department at Chattanooga and Nashville is excepted. It will be sold only for cash, at the prices fixed by the War Department.

By order of the President:

EDWIN M. STANTON,

Secretary of War.

Major General GEORGE H. THOMAS,

*Commanding Military Division of the Tennessee,**Headquarters, Nashville, Tennessee.*

Bond.

Know all men by these presents, that the ——— Railroad Company, duly incorporated by the act of the ———, of the State of ———, by ———, its president, acting for and in behalf of said railroad company, do hereby acknowledge itself and its successors held and firmly bound unto the United States of America, in the full and just sum of ——— dollars, lawful money

of the United States, for which payment, well and truly to be made to the disbursing quartermaster of the United States military railroads, at his office in Nashville, or to such other disbursing quartermaster as may be designated by the War Department, within two years from the date of these presents, the said railroad company, by its president, hereby binds itself and its successors firmly by these presents.

Sealed with its corporate seal, attested by the signature of its president, and affixed by the express authority of its directors, this _____ day of _____, in the year of our Lord one thousand eight hundred and sixty _____, (186 .)

The nature of the above obligation is such, that whereas the above-bounden railroad company has purchased and received, or shall receive, from the War Department of the United States, rolling stock, iron rails, cross-ties, chairs, spikes, timber, and other materials for repairing and operating its railroad, in quantities, at prices, and to an amount and value which shall be evidenced by the receipts given for the same by the said railroad company to the proper officer of the said War Department, upon a credit of two years from the date of these presents, payable in equal monthly instalments, with interest at the rate of seven three-tenths per cent. per annum, within the said two years, either in cash to the disbursing quartermaster of the United States military railroads, at his office in Nashville, or to such other disbursing quartermaster as may be designated for this purpose by the War Department, or in transportation of the troops or military supplies of the United States, under the orders of the proper military authorities, at the rates of fare and tolls allowed for such service to northern railroads; and whereas the said railroad company desires, and by these presents intends, to secure to the United States the complete and punctual payment as aforesaid of the amounts which may be due for the said materials received or to be received by it from the United States:

Now, therefore, if the said railroad company shall well and truly pay as aforesaid, either in cash, in equal monthly instalments, or in transportation as aforesaid, to the United States, within two years from the date of these presents, all that shall be due as aforesaid to the United States on account and in payment for all the materials received as aforesaid from the United States, then this obligation shall be void and of no effect.

But if the said railroad company shall fail to pay to the United States all or any portion of what may be due to the United States, on account of the said materials received from the United States, within two years from the date of these presents, either in cash as aforesaid, or in transportation as aforesaid, or shall fail to pay any of the monthly instalments aforesaid punctually when due, then this obligation shall remain in full force and effect to the extent that may be necessary to fully repay to the United States for the full amount which may be due on account of the said materials so received as aforesaid, and all loss or damage which may have been incurred by the United States by reason of the said railroad company's failure to pay for the same, what shall be due therefor, when the same shall be due.

And as a further security for such payment and indemnity to the United States, the United States shall have a lien upon the property sold to said company; and in default of such complete and punctual payment of all moneys which may be due on account of the aforesaid purchase of materials, be fully authorized to take possession of and sell said property, and also to place in charge and control of the said company's railroad an agent of the said United States, who shall be fully empowered, and by these presents is fully empowered, in case of such default as aforesaid, to collect all the revenues of the said company, and apply the same to the payment to the United States of all the moneys which shall be due at the times of such application of such revenues to the United States for any such materials which shall have been delivered by the United States to the said railroad company, or by reason of any loss or injury to the

United States resulting from such default in payment of the same. And the said company shall have no authority to sell or convey out of its possession, without the consent of the United States, first in writing obtained, any of the property referred to in this agreement, but shall hold and retain the same to the exclusive use of said company, in carrying on the business of transportation of persons and property over its line of road, until the whole is fully paid for as aforesaid.

In witness whereof, the corporate seal of said railroad company is affixed hereto, by authority of its directors, and attested by its president.

Witness: _____.

Note.—The amount of this bond to be double the valuation of the property sold and delivered. Internal revenue stamps should be affixed, to the amount of fifty cents for every thousand dollars.

No. 78.

Annual report of Colonel Anson Stager, chief United States military telegraphs, for the fiscal year ending June 30, 1865.

CLEVELAND, OHIO, September 15, 1865.

GENERAL: In obedience to General Orders No. 39, Quartermaster General's department, Washington, D. C., July 1, 1865, I have the honor to submit my annual report of the operations and condition of United States military telegraphs for the fiscal year ending June 30, 1865, &c. I have the honor to hand you, also, herewith, the reports of such of the officers serving under me as have been received up to this time. That of Captain J. C. Van Duzer, marked A; Captain R. C. Clowry, B; Captain W. G. Fuller, C; Captain W. L. Gross, D; Captain J. R. Gilmore, E; Captain S. G. Lynch, F. The report of Major Thomas T. Eckert has not yet reached me. My annual report for 1864 was forwarded to your department in the latter part of October, 1864, accompanied by the reports of the several officers acting as assistant superintendents and assistant quartermasters, attached to this branch of the public service.

It has been my duty during the past year to act as chief officer of United States military telegraphs, having a general superintendence over all the lines, providing the necessary funds, and supervising the purchase of material required for the operation and construction of the same. I have been very ably and energetically assisted in the discharge of my duties as general superintendent of United States military telegraphs by the several officers acting as assistant superintendents in the various military departments, and I desire to accord to them the greater portion of whatever merit attaches to this branch of the public service. I have the honor to call attention to the reports of those officers, herewith transmitted, and to ask the consideration of the department to the merits of the officers respectively.

The demands of the proper military authority for telegraphic communication have always been promptly answered, and, I believe, fully satisfied. The military telegraph, under the immediate charge of the several assistant superintendents thereof, has kept company with our armies wherever they have gone, and upon all important expeditions; and it is a well-established fact that the mobility of the army has been greatly accelerated by its usefulness and assistance.

The military telegraph has been an invaluable assistant in the construction and operation of the various military railroads. Trains have been run and many of the roads operated almost exclusively by telegraph. The military railroads and the military telegraph have been great auxiliaries to the gigantic and successful efforts of the government in suppressing the rebellion.

The military telegraph has operated frequently in the field in conjunction with

the signal corps, and has rendered efficient aid in this respect by diffusing information from advanced signal stations simultaneously to the headquarters of the commanding general and the different corps headquarters. The military telegraph could be made the means of establishing the signal corps of the army for active operations upon a much more useful basis than heretofore. The telegraph depends not upon the atmosphere, nor the weather, but flashes its thoughts alike unheeded, through storm or sunshine, darkness or light. I am, however, of the opinion that the field telegraph, which we have operated independently as well as in connexion with the signal corps, could be so perfected and operated as to completely and advantageously supplant the use of a signal corps for military operations.

In May, 1865, it was decided by the War Department that all commercial telegraph lines throughout the southern States, lately in armed resistance to the United States authorities, should be supervised and controlled by the officers of the United States military telegraph, subject to specified conditions favorable to the different telegraph companies, which privileges, however, were to be ignored under certain circumstances. Previous to cessation of hostilities these lines had been operated to a great extent by the rebel authorities, making it necessary therefore, on account of the morale of the former employes and the peculiar power of the telegraph for public good or evil, for the government to exercise its prerogative in regard to the operations of the lines referred to. Under the present arrangement the telegraph companies are called upon to repair their lines and put them in good working order, furnishing all labor and material therefor, the United States to be at no outlay beyond the expense of maintaining purely military lines and military stations. An account is to be kept of all government business passing over the lines. The account, however, is not assumed as an indebtedness by the government, but is left open for future consideration or settlement.

The amount of supplies which will be required for the future operations of the military telegraph, so far as I am at present informed, will be such as is necessary only for maintaining the lines at present in use. It is supposed that the government will require no more lines constructed, unless, perhaps, in Texas or upon the western frontier.

The amount of money expended during the year ending June 30, 1865, for the purchase of material and supplies required for the United States military telegraph was about \$300,000. \$130,000 of this amount, however, was for the purchase of 285 miles of English submarine cable, the greater portion of which is still on hand. Probably not more than from \$1,000 to \$1,500 per month will hereafter be required for the purchase of necessary material and supplies.

So long as the military telegraph lines in present use are needed by the government, it will require about \$75,000 per month to supply, maintain, and operate the same. As the usefulness of some of these telegraph lines to government shall cease from time to time, and the lines are taken down or otherwise disposed of, the expenditures for maintaining the United States military telegraph will be proportionately reduced. A considerable revenue to government will probably be derived from the sale of the material now on hand so soon as the same shall be of no further use to the government. Such of the lines as may be located most advantageously for commercial purposes can undoubtedly be disposed of to the owners of the "telegraph right of patent" within the territory through which the lines pass, and at a reasonable consideration. The less important lines can be taken down, and the material sold.

The number of miles of land and submarine United States military telegraph lines in operation July 1, 1864, was, after deducting error in former report, as follows :

	Land.	Submarine.
July 1, 1864.....	4, 955 $\frac{1}{4}$	52 $\frac{3}{4}$
The number of miles constructed during the year...	3, 246 $\frac{1}{2}$	68 $\frac{3}{4}$
The number of miles in operation within the year...	8, 201 $\frac{3}{4}$	121 $\frac{1}{2}$
Total.....		8, 323 $\frac{1}{4}$
The number of miles taken down or abandoned during the year.....	2, 049	46 $\frac{1}{4}$
The number of miles in operation June 30, 1865....	6, 152 $\frac{3}{4}$	75 $\frac{1}{4}$
Total.....		6, 228

The 3, 315 $\frac{1}{4}$ miles of line constructed during the year were built under the supervision of the following officers, and within the departments specified, viz :

Major Thomas T. Eckert, assistant quartermaster, department of the Potomac	1, 217 $\frac{3}{4}$
Captain J. R. Gilmore, assistant quartermaster, department of the South	86 $\frac{1}{4}$
Captain W. G. Fuller, assistant quartermaster, department of the Gulf.....	228 $\frac{1}{4}$
Captain J. C. Van Duzer, assistant quartermaster, department of Kentucky, Tennessee, and Mississippi	1, 476
Captain R. C. Clowry, assistant quartermaster, department of Missouri, Kansas, and Arkansas.....	307
Total.....	3, 315 $\frac{1}{4}$

The lines in operation June 30, 1865, were under charge of the following officers, and located as mentioned, viz :

	Land.	Submarine.
In the department of the Potomac, Major Thomas T. Eckert.....	1, 824 $\frac{1}{4}$	53 $\frac{1}{2}$
In the department of the South, Captain J. R. Gilmore	140	13 $\frac{1}{4}$
In the department of the Gulf, Captain W. G. Fuller.....	56	5
In the department of West Virginia, Captain S. G. Lynch	303	0 $\frac{1}{2}$
In the department of Kentucky, Tennessee, and Mississippi, Captain J. C. Van Duzer	2, 127 $\frac{1}{2}$	1 $\frac{1}{4}$
In the department of Missouri, Kansas, and Arkansas, Captain R. C. Clowry	1, 702	1 $\frac{3}{4}$
	6, 152 $\frac{3}{4}$	75 $\frac{1}{4}$
Total.....		6, 228

It is estimated that from the commencement of the rebellion up to June 30, 1865, there has been constructed and operated about fifteen thousand miles of United States military telegraph—land, submarine, and field lines.

From May 1, 1861, up to December 31, 1862, \$22,000 per month sufficed to construct and maintain United States military telegraphs. For the year 1863 about \$38,500 per month was required for the same purpose. During the year

1864 the military telegraph was greatly extended, and required about \$93,500 per month. From May 1, 1861, to June 30, 1865, \$2,655,500 has been received by me from the United States treasury, and disbursed or transferred by me for the construction, maintenance, and operation of United States military telegraphs.

Herewith please find statement of public moneys received during the year, and form A, embracing all the articles of property received by me during the same period. I have no occasion to use forms B, C, CC, D, E, F, nor G.

I have the honor to be, general, very respectfully, your obedient servant,

ANSON STAGER,

Colonel, and Chief United States Military Telegraphs.

Major General M. C. MEIGS,

Quartermaster General U. S. Army, Washington, D. C.

A true copy:

JOHN V. FUREY,

Captain and Assistant Quartermaster.

Statement of public moneys in possession of Colonel A. Stager, assistant quartermaster, chief of United States military telegraphs, during the fiscal year ending June 30, 1865.

On hand July 1, 1864.....	.....
Received from Treasury Department during the year.....	\$1,360,000 00
Total received.....	<u>\$1,360,000 00</u>
Expended during the year.....	149,304 72
Transferred to officers during the year.....	1,210,695 28
Remaining on hand June 30, 1865.....	.....
Total.....	<u>\$1,360,000 00</u>

A true copy:

JOHN V. FUREY, *Captain and A. Q. M.*

Statement of quartermasters' property received by Colonel A. Stager, chief quartermaster, United States military telegraphs, for the fiscal year ending June 30, 1865.

English submarine cable purchased during the year ending June 30, 1865, 284 miles and 1,070 yards.

English submarine cable transferred during the year ending June 30, 1865, 284 miles and 1,070 yards.

A true copy:

JOHN V. FUREY, *Captain and A. Q. M.*

A.

HEADQUARTERS UNITED STATES MILITARY TELEGRAPH,
Military Department of Tennessee, Nashville, Tenn., July 20, 1865.

GENERAL: In obedience to General Orders No. 39, current series, Quartermaster's department, dated July 1, 1865, I have the honor to report that at the commencement of the year which ended on the 30th of June last I was on duty at headquarters, army and department of the Cumberland, Major General G. H. Thomas commanding, then in the field near Marietta, Georgia, in the capacity

of assistant superintendent United States military telegraph, having acted in that capacity since the date of my appointment, October 27, 1863.

During the month of July I accompanied the advance from Marietta to the position in front of Atlanta, keeping open communication with the rear by an ordinary line of telegraph of two wires, and throwing field lines to the right and left as ordered—to the right as far as the Sweetwater from Pace's ferry, and to the left from Pace's to Powers's ferry, and from Marietta to Roswell—in all about forty-five miles of lines. These lines were all constructed during the first eight days of the month, and were intended to facilitate the crossing of the Chattahoochie, becoming useless and being removed as soon as that movement was completed. Immediately after the engagement of the 20th at Peach Tree Creek, my working parties crossed the Chattahoochie at the railroad bridge, and pushed the reconstruction of the permanent line along the railroad to the third mile-post, which brought it within three-fourths of a mile of the rebel defences. From this point a field line to the right and left connected the headquarters of Generals Sherman and Thomas with those of such officers as they desired, and with the points of observation established by the signal corps. This line extended to the left as far as the position south of the Augusta railroad which was attacked by the enemy on the 22d, and to the right as far as the right was extended before the abandonment of the attack in front and the movement on Jonesboro'. This line was at one time twenty miles long—was continued in use twenty-eight days—offices having been opened and worked at twenty-three different points, more than one-half of which were exposed to the fire of the enemy. When the army moved on the communications of the enemy south of Atlanta this line became useless, and was taken down, the work being done after the movement had commenced, the party accompanying the march of the army until it had reached Campbellstown, where it re-crossed the Chattahoochie, and returned to the camp of the 20th army corps, north of the river, near Pace's ferry, and there awaited the result of the movements. During the month of August I also rebuilt entirely, using new poles and insulators, and, to a large extent, new wire, the lines upon the railroad to Chattanooga, that I might be able to render that assistance to the United States military railroad management which the necessities of the service demanded.

On the morning of September 2 I again crossed the Chattahoochie river at the railroad bridge, and on the next morning opened an office in Atlanta. During this month I built a line from Roswell, through Crosskeys and Decatur, to Atlanta, and thence, via East Point, to Campbellton, along the line occupied by our forces, with offices at the headquarters of the army corps and cavalry commanders. This work was completed by the 13th, and on that day, by the permission of the major general commanding, I left Atlanta to return to this post, having been absent from my office nearly five months. The line along the East Tennessee and Virginia railroad from Strawberry Plains to Bull's Gap was also repaired and put in operation during this month. During October the lines in front and to right and left of Atlanta were abandoned, as well as that from Strawberry Plains eastward, and no new work was ordered or undertaken. The enemy destroyed the lines between Kenesaw mountain and Alatoona, and between Tunnel Hill and Resaca, in the attempt to force the abandonment of Atlanta by destroying the communications with Chattanooga; and these lines were replaced as rapidly as possible after the repulse at Alatoona and the retreat from Dalton westward. In re-establishing these lines at this time I was so fortunate as to receive the commendation of the major general commanding in his report of the operations of the forces under his command.

During the latter part of the month all materials and men not absolutely needed to maintain communication with Atlanta were removed to Chattanooga, and the field train and equipment brought to Nashville and refitted. Nine men (all operators) were selected to accompany General Sherman's march through

Georgia, and placed at the different headquarters they were to accompany, being furnished with ciphers (as they were needed for the ciphers chiefly) and the proper instruments to enable them to tap and use the enemy's lines, if any should be found working.

In November, General Sherman's columns having left Atlanta, the lines of telegraph south of Dalton were entirely abandoned, the men and property being concentrated at Chattanooga. I was also compelled by the advance of the enemy from Florence, Alabama, towards Middle Tennessee to abandon the lines between Nashville, Tennessee, and Decatur, Alabama, between Nashville and Johnsonville, Tennessee, and between Decatur and Stevenson, Alabama, while that between Nashville and Murfreesboro' was in the actual possession of the enemy, and used by him for several days. At the close of the month there was no communication south from Nashville, but the lines under my charge from Chattanooga to Dalton, Georgia, to Strawberry Plains, Tennessee, and Murfreesboro', Tennessee, were in operation, and communication, via Louisville and Cumberland Gap, with Knoxville was undisturbed. The only work done during the first fourteen days of December (except maintenance of working lines) was the construction of a field line around the defences of Nashville, connecting department headquarters with the headquarters of the different subordinate commanders; and this line, constructed on the 4th, was used until the 16th, when the enemy, having been defeated and driven across the Harpeth, it was taken down and the reconstruction of the lines south and west commenced. Using my field equipments as auxiliary, I pressed south upon the line of the enemy's retreat, and was able to keep pace with the pursuit and to open an office at General Thomas's headquarters every evening until the pursuit ceased at the crossing of Richland creek. All the lines abandoned in November were reoccupied and opened by the close of the month, except that between Nashville and Johnsonville, Tennessee.

During January, 1865, the line on the Nashville and Northwestern railroad was restored and measures were taken to reopen the line between Fort Donelson and Smithland, Kentucky, which, though not abandoned, had been practically of no value by reason of the presence, in the wild country between the Cumberland and Tennessee rivers, of various smuggling and guerilla parties, and the entire want of protection by our forces. No new work was undertaken during February, though my force was fully employed in thoroughly repairing the lines so lately in the possession of the enemy and hastily rebuilt on his retreat; and the same is true of the month of March, until near its close, when, in view of the proposed operations in East Tennessee, the lines between Strawberry Plains and Bull's Gap were again (for the fourth time) rebuilt and preparations made to add a second wire to the line between Chattanooga and Knoxville, for the purpose of affording increased facilities for the handling of trains upon the United States military railroad, and generally assisting in the military operations. During April this work was completed, and the line rebuilt along the East Tennessee and Virginia railroad as far as Carter's station, and along the Memphis and Charleston railroad from Germantown, West Tennessee, to Lafayette. Captain S. Bruch, assistant quartermaster, having died on the last day of March, I was directed by Colonel A. Stager to superintend the preparation and rendition of his accounts, and was assigned to the duties performed by the deceased officer, in addition to those already devolving on me.

During the month of May the line along the Memphis and Charleston railroad, between Decatur, Alabama, and Lafayette, Tennessee, was rebuilt, giving a connexion by telegraph with Memphis, and, by taking possession of the existing lines in Mississippi and Louisiana, opening communication with Mobile and New Orleans, and the system of telegraph lines under Captain W. G. Fuller in the department of the Gulf. The line along the Chattanooga and Atlanta railroad was also rebuilt from Dalton to the Etowah river, and a short line built between Iuka and Eastport, Mississippi.

In June my lines were extended from Carter's station to Bristol, Virginia, at which point I connected with lines established by Major Eckert, and thus completed the connexion, via Lynchburg and Richmond, to Washington. A line was constructed from Memphis, Tennessee, to Senatobia, Mississippi, to complete the connexion between Memphis and New Orleans; and the line rebuilt from the Etowah river to Atlanta, connecting these with the lines under charge of Captain J. R. Gilmore, closing the labors of the year by closing the last gap in the system of lines which extended by two routes, seaboard and inland, from Washington to New Orleans, and the cross route from Savannah and Charleston to Louisville, Kentucky, and St. Louis.

I submit herewith statements of the quartermasters' stores on hand at the beginning of the year, received and disposed of during the year, and on hand at its close; the same statement as to clothing and camp and garrison equipage; the same as to public moneys; and a statement of the number of miles of telegraph line in operation at the beginning of the year, constructed, abandoned, and working at the close of the year.

I have nothing to report upon forms C, CC, D, E, F, or G.

Very respectfully,

JOHN C. VAN DUZER,

Captain and A. Q. M. and Sup't U. S. Military Telegraph.

Brevet Major General M. C. MEIGS,

Quartermaster General, Washington, D. C.

A true copy:

JOHN V. FUREY,

Captain and Assistant Quartermaster.

Statement of public moneys for the fiscal year ending June 30, 1865.

Balance on hand July 1, 1864.....	\$7,710 04
Received from officers during the year	312,310 82
Total receipts	320,020 86
Amount of expenditures during the year	241,949 95
Transferred to officers during the year	20,000 00
Balance on hand June 30, 1865	58,070 91
Total accounted for	320,020 86

The balance on hand is deposited in the First National Bank, Nashville, Tennessee.

JOHN C. VAN DUZER,
Captain, Assistant Quartermaster.

Return of quartermasters' stores received

Abstracts.		Ambulance harness, 1 ad sets.	Ambulances, 4-wheel.	Army wagons.	Axe-helves.	Axes and handles.	Augers.	Auger handles.	Acid, nitre, (pounds.)	Acid, muriatic, (pounds.)	Acid, sulphuric, (pounds.)	Acid jars.
1	On hand, per last return	4	2	.....	.....	.....	4	3	172	.....	2, 125	1
2	Abst. D.—Received by purchase.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
3	Abst. E.—Received from officers .....	.....	2	7	.....	33	13	1	4, 667	.....	3, 959	1
4	Abst. N.—Fabricated and taken up .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
5	Taken from Form No. 51.....	.....	.....	.....	60	88	.....	.....	.....	.....	.....	.....
	Total to be accounted for.....	4	4	7	60	121	17	4	6, 388	.....	6, 084	2
6	Abst. F.—Fuel .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
7	Abst. G.—Forage.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
8	Abst. H.—Straw .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
9	Abst. I.—Stationery .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
10	Abst. K.—Special issues .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
11	Abst. L.—Expended, sold, &c.....	.....	.....	1	60	17	3	3	3, 320	.....	3, 535	.....
12	Abst. M.—Issued and transferred.....	2	2	5	.....	.....	.....	.....	.....	.....	.....	.....
	Total issued and expended	2	2	6	60	17	3	3	3, 320	.....	3, 535	.....
	Total remaining on hand.....	2	2	1	.....	104	14	1	3, 068	.....	2, 549	2

Abstracts.		Battery stands, (glass strips.)	Battery clamps.	Battery standards.	Battery tumblers.	Blue vitriol, (pounds.)	Batt'y brushes.	Battery stands.	Beeswax, (lbs.)	Black wax, (pounds.)	Borax, (lbs.)	Boxes.
1	On hand, per last return.....	.....	66	.....	344	735	15	.....	.....	2	1	2
2	Abst. D.—Received by purchase.....	150	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
3	Abst. E.—Received from officers .....	.....	353	2	722	4, 670	147	4	1	2	.....	.....
4	Abst. N.—Fabricated and taken up .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
5	Taken from Form No. 51 .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Total to be accounted for.....	150	419	2	1, 066	5, 405	162	4	1	4	1	2
6	Abst. F.—Fuel .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
7	Abst. G.—Forage.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
8	Abst. H.—Straw .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
9	Abst. I.—Stationery .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
10	Abst. K.—Special issues .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
11	Abst. L.—Expended, sold, &c.....	150	184	.....	131	4, 162	93	1	.....	2	1	.....
12	Abst. M.—Issued and transferred.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Total issued and expended	150	184	.....	131	4, 162	93	1	.....	2	1	.....
	Total remaining on hand.....	.....	235	2	935	1, 243	69	3	1	2	.....	2

Abstracts.		Climbers, (pairs)	Chisels.	Cutting plyers.	Copper wire, (No. 23 spools.)	Copper wire, (No. 30 spools.)	Copper wire, (No. 16 spools.)	Coppers and pockets, (local.)	Compasses.	Copper rivets and burrs.	Chairs.	Coal tar.
1	On hand, per last return.....	23	16	.....	.....	.....	.....	113	.....	.....	6	.....
2	Abst. D.—Received by purchase.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6	3
3	Abst. E.—Received from officers	146	14	4	4	6	4	391	1	3	27	.....
4	Abst. N.—Fabricated and taken up .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
5	Taken from Form No. 51.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Total to be accounted for.....	169	30	4	4	6	4	504	1	3	39	3
6	Abst. F.—Fuel .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
7	Abst. G.—Forage.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
8	Abst. H.—Straw .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
9	Abst. I.—Stationery .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
10	Abst. K.—Special issues .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
11	Abst. L.—Expended, sold, &c.....	82	12	.....	.....	.....	.....	352	.....	3	6	3
12	Abst. M.—Issued and transferred.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Total issued and expended	82	12	.....	.....	.....	.....	352	.....	3	6	3
	Total remaining on hand.....	87	18	4	4	6	4	152	1	.....	33	.....

and issued during the year 1865.

Awl handles.	Army scales.	Blank books.	Blotting paper, (sheets.)	Bridle bits.	Bridles.	Buckets.	Bearing chains.	Breast chains.	Beadle's mag- netic instru- ments.	Ambulance har- ness, wheel (sets.)	Bearer.	Boring braces.	Brace-bits, (sets)	Blacksmiths' tools, (sets.)	Bench vices.	
2		1	4		51	38	15			4		2	2	1	1	1
12	1	53	120	18	28	111	7	14	8	2	9					2
12								16								3
																4
																5
26	1	54	124	18	79	149	22	30	8	6	9	2	2	1	1	
																6
																7
		9	61													8
																9
14		6		18	42	45	15					1	1			10
					7	10	6	30		2						11
																12
14		15	61	18	49	55	21	30		2		1	1			
12	1	39	63		30	94	1		8	4	9	1	1	1	1	

Bridle leather, (pounds.)	Bridle leather, (sides.)	Buckles.	Brass cocks.	Coal, bitumi- nous, (bushels.)	Corn, (pounds.)	Cipher books.	Copy'g presses.	Copying ink, (pints.)	Currycombs.	Checklines.	Caton switches.	Combination in- struments.	Cross arms.	Combination re- peaters.	Chisel-handles.	Crow-bars.	
					10,475	2	3	1	44			87					1
					1,000									1			2
50	1	216	1	357	13,000	32	2	41	84	4	62	72	100		12	20	3
																	4
																	5
	1	216	1	357	24,475	34	5	42	128	4	62	159	100	1	12	20	
				327													6
					24,475												7
						12		15									8
																	9
50									68			12	100	1			10
									43								11
																	12
50				327	24,475	12		15	111			12	100	1			
	1	216	1	30		22	5	27	17	4	62	147			12	20	

Carboys, empty	Candles, (lbs.)	Cast-steel.	Charcoal, (bush- els.)	Coal-scuttles.	Coal oil, (gal- lons.)	Corn-mills.	Carver & fork.	Cooking-stoves and fixtures, (sets.)	Camp-tables.	Clocks.	Chalk-lines.	Carpenters' tools, (sets.)	Copperas, (lbs.)	Compass-saws.	Corn-brooms.	Double-trees.	
71	400	10	3													13	1
	2,774						1										2
106	474	52		1	333½	3		3	2	2	1	1	5	2	6	9	3
																9	4
																	5
177	3,648	62	3	1	333½	3	1	3	2	2	1	1	5	2	6	31	
																	6
																	7
																	8
																	9
20	3,432	10	3		200				2				5		6	9	10
					41½											22	11
																	12
20	3,432	10	3		241½				2				5		6	31	
157	216	52		1	92	3	1	3		2	1	1		2			

Return of quartermasters' stores received and

Abstracts.		D.C.O. switches.	Dial hands.	Draw-knives.	Diggers.	Dust-pans.	Draw-gauges.	Envelope paper, (quires.)	Electropoleon port battery, (section.)	Foolscap paper, (quires.)	Folio post paper, (sheets.)	Fifth-chains.
1	On hand, per last return	1	....	1	49	....	....	1	6	20	....	11
2	Abst. D.—Received by purchase .....	....	....	....	....	....	....	....	....	....	....	....
3	Abst. E.—Received from officers .....	....	2	2	37	1	....	124	34	34	49½	9
4	Abst. N.—Fabricated and taken up .....	....	....	....	....	....	1	10	....	....	....	....
5	Taken from Form No. 51 .....	....	....	....	....	....	....	....	....	....	....	....
	Total to be accounted for	1	2	3	86	1	1	135	40	54	49½	20
6	Abst. F.—Fuel .....	....	....	....	....	....	....	....	....	....	....	....
7	Abst. G.—Forage .....	....	....	....	....	....	....	....	....	....	....	....
8	Abst. H.—Straw .....	....	....	....	....	....	....	....	....	....	....	....
9	Abst. I.—Stationery .....	....	....	....	....	....	....	12	....	49	12½	....
10	Abst. K.—Special issues .....	....	....	....	....	....	....	....	....	....	....	....
11	Abst. L.—Expended, sold, &c .....	....	....	....	14	....	1	....	....	....	....	8
12	Abst. M.—Issued and transferred .....	....	....	....	....	....	....	....	....	....	....	11
	Total issued and expended .....	....	....	....	14	....	1	12	....	49	12½	19
	Total remaining on hand	1	2	3	72	1	....	123	40	5	37	1

Abstracts.		Glue-pots.	Glue, (pounds.)	Hay, (pounds.)	Harness, (sets.)	Hay-forks.	Horse-brushes.	Halter-chains.	Horses.	Halters.	Halters and straps.
1	On hand, per last return .....	....	....	....	....	....	45	92	16	22	21
2	Abst. D.—Received by purchase .....	....	....	....	....	....	....	....	1	....	....
3	Abst. E.—Received from officers	1	1	47,508	....	....	82	97	49	13	10
4	Abst. N.—Fabricated and taken up .....	....	....	....	4	....	....	....	....	....	....
5	Taken from Form No. 51 .....	....	....	....	....	....	....	....	....	....	....
	Total to be accounted for	1	1	47,508	4	....	127	189	66	35	31
6	Abst. F.—Fuel .....	....	....	....	....	....	....	....	....	....	....
7	Abst. G.—Forage .....	....	....	47,508	....	....	....	....	....	....	....
8	Abst. H.—Straw .....	....	....	....	....	....	....	....	....	....	....
9	Abst. I.—Stationery .....	....	....	....	....	....	....	....	....	....	....
10	Abst. K.—Special issues .....	....	....	....	....	....	....	....	....	....	....
11	Abst. L.—Expended, sold, &c .....	....	1	....	....	....	70	72	19	13	6
12	Abst. M.—Issued and transferred .....	....	....	....	4	....	37	94	13	12	....
	Total issued and expended .....	....	1	47,508	4	....	107	166	32	25	6
	Total remaining on hand	1	....	....	....	....	20	23	24	10	25

Abstracts.		Ink, (2-oz. bottles.)	Ink, (pint bottles.)	Ink, (quart bottles.)	Instrument weights.	Ink, red, (bottles.)	Inkstands.	Iron spikes, for ground wire.	Iron wire, No. 16.	Iron staples.	Iron spools.	Insulator glasses
1	On hand, per last return	237	....	4	15	....	....	....	....	....	30	....
2	Abst. D.—Received by purchase .....	....	....	....	....	....	....	....	42½	12	....	3,000
3	Abst. E.—Received from officers	4,123	127	180	14	74	21	12	....	....	....	4,320
4	Abst. N.—Fabricated and taken up .....	....	....	....	....	....	....	....	....	....	....	....
5	Taken from Form No. 51 .....	....	....	....	....	....	....	....	....	....	....	....
	Total to be accounted for	4,360	127	184	29	74	21	12	42½	12	30	7,320
6	Abst. F.—Fuel .....	....	....	....	....	....	....	....	....	....	....	....
7	Abst. G.—Forage .....	....	....	....	....	....	....	....	....	....	....	....
8	Abst. H.—Straw .....	....	....	....	....	....	....	....	....	....	....	....
9	Abst. I.—Stationery	849	21	36	....	52	....	....	....	....	....	....
10	Abst. K.—Special issues .....	....	....	....	....	....	....	....	....	....	....	....
11	Abst. L.—Expended, sold, &c	10	....	....	8	1	....	....	42½	12	....	6,867
12	Abst. M.—Issued and transferred .....	....	....	....	....	....	....	....	....	....	....	....
	Total issued and expended	859	21	36	8	53	....	....	42½	12	....	6,867
	Total remaining on hand	3,501	106	148	21	21	21	12	....	....	30	453

issued during the year 1865—Continued.

Feed-boxes.	Field or pocket instruments.	Flat bast'd files.	Furnaces.	Funnels.	Field-desks.	Forks.	Gimlets.	Glauber salts, (pounds.)	Grove porus cups.	Grove zinc.	Gutta-percha, in sheets, (lbs.)	Grindstone fixtures, (sets.)	Grindstones.	Grease-pots.	Gunny sacks.	
1	31	.....	1	.....	1	18	1	.....	117	189	.....	1	1	.....	.....	1
26	22	2	12	2	3	.....	.....	1	1,223	860	3	.....	.....	2	195	2
1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5
28	53	2	13	2	4	18	1	1	1,340	1,049	3	1	1	2	195	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	7
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	8
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	9
14	3	2	.....	.....	.....	.....	1	1	373	659	.....	.....	.....	.....	27	10
14	4	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	125	11
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	12
28	7	2	.....	.....	.....	.....	1	1	373	659	.....	.....	.....	.....	152	.....
.....	46	.....	13	2	4	18	.....	.....	967	390	3	1	1	2	43	.....
Horse-collars.	Hasps and staples.	Hick's repeaters	Hammer strap staples.	Hand smooth files.	Hand-saw files.	Half round files.	Handle hatchets	Hand vices.	Handsaws.	Handled hand-axes.	Hammers.	Harness leather, (pounds.)	Horseshoes, (pounds.)	Horseshoe nails, (pounds.)	Ink, (1-oz. bottles.)	
.....	.....	.....	.....	.....	.....	.....	.....	11	2	1	1	55	100	.....	.....	1
2	1	1	8	1	2	2	146	163	11	9	7	840	225	100	540	2
.....	.....	.....	.....	.....	.....	.....	252	.....	.....	.....	.....	.....	.....	.....	.....	3
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4
2	1	1	8	1	2	2	398	174	13	10	8	895	325	100	540	5
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	7
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	8
.....	.....	.....	8	1	2	2	60	27	1	1	.....	795	325	90	.....	9
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	10
.....	.....	.....	8	1	2	2	60	27	1	1	.....	795	325	90	.....	11
2	1	1	.....	.....	.....	.....	338	147	12	9	8	100	.....	10	540	12
Iron spikes, (small.)	Insulator caps.	Insulator brackets.	Iron wire, (lbs.)	Insulated wire, (pounds.)	Insulators.	Iron binding screws.	Insulated binding screws.	Iron wire, No. 14.	Iron wire cable, (feet.)	Iron, (pounds.)	Instrument tables.	Iron bolts.	Jockey boxes.	Jockey sticks.	King bolts, extra.	
.....	.....	.....	28,050	3	8,000	.....	.....	3,350	300	121	1	.....	.....	15	6	1
117	2,500	2,000	253,484	254	23,012	12	31	5,111	.....	301	.....	100	20	27	.....	2
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4
117	6,356	5,764	281,534	257	31,437	12	31	8,461	300	422	1	100	20	42	6	5
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	7
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	8
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	9
.....	6,130	5,623	230,486	241½	29,437	.....	.....	4,591	.....	422	1	100	.....	18	6	10
.....	.....	.....	.....	.....	2,000	.....	.....	.....	.....	.....	.....	.....	.....	14	.....	11
.....	6,130	5,623	230,486	241½	31,437	.....	.....	4,591	.....	422	1	100	.....	32	6	12
117	226	141	51,048	154	.....	12	31	3,870	300	.....	.....	.....	20	10	.....	.....

Return of quartermasters' stores received and

Abstracts.		Keys.	Knives.	Letter books.	Letter paper, (quires.)	Letter-clips.	Letter envelopes (packs.)	Lead bars.	Linchpins and washers.	Lead-lines.	Lightning ar- resters.	Ladders.
1	On hand, per last return.....	25			79	94	5,780	2				40
2	Abst. D.—Received by purchase.....		18									24
3	Abst. E.—Received from officers.....	54		4	386	192	10,303	1	4	7	2	35
4	Abst. N.—Fabricated and taken up.....											
5	Taken from Form No. 51.....											
	Total to be accounted for.....	79	18	4	465	286	16,083	3	4	7	2	99
6	Abst. F.—Fuel.....											
7	Abst. G.—Forage.....											
8	Abst. H.—Straw.....											
9	Abst. I.—Stationery.....			1	221		12,437					
10	Abst. K.—Special issues.....											
11	Abst. L.—Expended, sold, &c.....	7				52	100	2				16
12	Abst. M.—Issued and transferred.....							1		6		
	Total issued and expended.....	7		1	221	52	12,537	3		6		16
	Total remaining on hand.....	72	18	3	244	234	3,546		4	1	2	83

Abstracts.		Message blank books.	Mule collars.	Mule harness, lead (sets.)	Mule harness, wheel (sets.)	Mules.	Martingales.	Message hooks.	Machinists' hammers.	Marking gauges.	Mercury, (lbs.)	Mercury flasks.
1	On hand, per last return.....	49		56	32	39				1	106	6
2	Abst. D.—Received by purchase.....											
3	Abst. E.—Received from officers.....	606	12	120	105	153	1	204	3		831	11
4	Abst. N.—Fabricated and taken up.....											
5	Taken from Form No. 51.....											
	Total to be accounted for.....	655	12	176	137	192	1	204	3	1	937	17
6	Abst. F.—Fuel.....											
7	Abst. G.—Forage.....											
8	Abst. H.—Straw.....											
9	Abst. I.—Stationery.....	55										
10	Abst. K.—Special issues.....											
11	Abst. L.—Expended, sold, &c.....		12	30	12	27		204			361	
12	Abst. M.—Issued and transferred.....	12		116	94	103						
	Total issued and expended.....	67	12	146	106	130		204			361	
	Total remaining on hand.....	588		30	31	62	1		3	1	576	17

Abstracts.		Oil cans.	Office stoves.	Oil-stones.	Paper cutters.	Paper weights.	Paper files.	Pencils, (dozen.)	Penholders.	Pack-saddles.	Portable bat- tery caissons.	Portable bat- tery cups.
1	On hand, per last return.....	3			1	2		14	137	25	6	
2	Abst. D.—Received by purchase.....											
3	Abst. E.—Received from officers.....	76	1	2	1	19	17	328	1,605	3	34	120
4	Abst. N.—Fabricated and taken up.....											
5	Taken from Form No. 51.....											
	Total to be accounted for.....	79	1	2	2	21	17	342	1,742	28	40	120
6	Abst. F.—Fuel.....											
7	Abst. G.—Forage.....											
8	Abst. H.—Straw.....											
9	Abst. I.—Stationery.....							253½	624			
10	Abst. K.—Special issues.....											
11	Abst. L.—Expended, sold, &c.....	2				2				1		
12	Abst. M.—Issued and transferred.....									4		
	Total issued and expended.....	2				2		253½	624	5		
	Total remaining on hand.....	77	1	2	2	19	17	88½	1,118	23	40	120

issued during the year 1865—Continued.

Long-handled shovels.	Large screw wrenches.	Lance upper joints.	Lance poles.	Large gear.	Lamps.	Lampchimneys.	Lamp wicks.	Lampblack, (pounds.)	Lanterns.	Lumber, (feet.)	Lumber, poplar, (feet.)	Memorandum books.	Message paper, (pounds.)	Mucilage, (bot- tles.)	Message heads, (quires.)	
.....	.....	.....	150	.....	3	6	11	.....	.....	4	.....	2	460	3	15	1
41	4	16	740	6	100	549	157	1	8	5	3,056	30	3,766	112	17,852	2
98	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3
139	4	16	890	6	103	555	168	1	8	9	3,056	32	4,226	115	17,867	4
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	7
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	23	2,421	89	4,452	8
33	.....	.....	25	.....	4	303	94	1	.....	4	2,800	.....	10	.....	.....	9
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	10
33	.....	.....	25	.....	4	303	94	1	.....	4	2,800	23	2,431	89	4,452	11
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	12
106	4	16	865	6	99	252	74	.....	8	5	256	9	1,795	26	13,415	

Marking-pots.	Mark'g-brushes.	Mule shoes, (pounds.)	Manure forks.	Mule shoe nails, (pounds.)	Mortise-gauges.	Note paper, (quires.)	Neck straps.	Nose bags.	Nails, (pounds.)	Neat's-foot oil, (gallons.)	Oats, (pounds.)	Office tape, (pieces.)	Official envel- opes, (packages)	Oilers.	Office desks.	
.....	1	70	.....	.....	.....	7	66	2	600	.....	.....	20	49	.....	3	1
1	2	500	3	53	1	.....	95	10	6,929	15	58,584	150	1,914	7	13	2
.....	.....	.....	.....	.....	.....	.....	13	.....	.....	.....	.....	.....	.....	.....	.....	3
1	3	570	3	53	1	7	174	12	7,529	15	58,584	170	1,963	7	16	4
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	58,584	.....	.....	.....	.....	8
.....	.....	.....	.....	.....	.....	7	.....	.....	.....	.....	.....	113	701	.....	.....	9
.....	.....	420	.....	20	.....	.....	75	.....	6,765	15	.....	.....	.....	.....	.....	10
.....	.....	.....	.....	.....	.....	.....	99	.....	.....	.....	.....	.....	.....	.....	.....	11
.....	.....	420	.....	20	.....	7	174	.....	6,765	15	58,584	113	701	.....	.....	12
1	3	150	3	33	1	.....	.....	12	764	.....	.....	57	1,262	7	16	

Picks and han- dles.	Pick-axes.	Pulley ropes, (sets.)	Pruning-knives.	Pulleys and ropes, (sets.)	Pliers.	Planes.	Porus cups.	Platina strips.	Packing boxes.	Putty, (lbs.)	Paymasters' field safes.	Paint brushes.	Quartermasters' blanks.	Rulers.	Rubbers.	
.....	.....	12	.....	14	27	4	30	390	.....	.....	.....	.....	47	1	.....	1
.....	.....	12	4	142	367	.....	780	956	4	10	1	2	1,401	4	34	2
6	2	.....	.....	.....	.....	.....	.....	.....	2	.....	.....	.....	12	.....	.....	3
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4
6	2	24	4	156	394	4	810	1,346	6	10	1	2	1,450	5	34	5
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	7
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	815	.....	.....	8
6	2	17	.....	67	173	1	335	102	4	.....	.....	.....	.....	.....	.....	9
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	32	.....	.....	10
6	2	17	.....	67	173	1	335	102	4	.....	.....	.....	847	.....	.....	11
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	12
.....	.....	7	4	89	221	3	475	1,244	2	10	1	2	603	5	34	

Return of quartermasters' stores received and

Abstracts.		Register paper, rolls.	Root harness, (pairs.)	Ridge poles.	Relay and key combined.	Relay magnets.	Registers.	Reel stands, large.	Reel stands, small.	Reels.	Reel handles.	Rubber insula- tors.	Rubber rings.
1	On hand, per last return.....			3	1	17	12			5		1,300	
2	Abst. D.—Received by purchase.....												
3	Abst. E.—Received from officers.....	364	20	2	7	66	32	3	20	37	6	6,766	222
4	Abst. N.—Fabricated and taken up.....												
5	Taken from Form No. 51.....												
	Total to be accounted for.....	364	20	5	8	83	44	3	20	42	6	8,066	222
6	Abst. F.—Fuel.....												
7	Abst. G.—Forage.....												
8	Abst. H.—Straw.....												
9	Abst. I.—Stationery.....	152											
10	Abst. K.—Special issues.....												
11	Abst. L.—Expended, sold, &c.....		20	3		5	4			1		1,295	
12	Abst. M.—Issued and transferred.....			1									
	Total issued and expended.....	152	20	4		5	4			1		1,295	
	Total remaining on hand.....	212		1	8	78	40	3	20	41	6	6,771	222

Abstracts.		Saddles.	Spring wagons.	Strap and chain halters.	Spreaders and chains.	Spurs.	Sheepskins.	Sounders.	S.C.O. switches	Six strap switches.	Square files.	Steel files.	Soldering irons.
1	On hand, per last return.....	36		16	2	12		5	76	4		71	3
2	Abst. D.—Received by purchase.....											1	
3	Abst. E.—Received from officers.....	25	1			4	1	40	175	7	1	459	32
4	Abst. N.—Fabricated and taken up.....												
5	Taken from Form No. 51.....												
	Total to be accounted for.....	61	1	16	2	16	1	45	251	11	1	531	35
6	Abst. F.—Fuel.....												
7	Abst. G.—Forage.....												
8	Abst. H.—Straw.....												
9	Abst. I.—Stationery.....												
10	Abst. K.—Special issues.....												
11	Abst. L.—Expended, sold, &c.....	20				16	1	1	27		1	337	
12	Abst. M.—Issued and transferred.....	17							40				
	Total issued and expended.....	37				16	1	1	67		1	337	
	Total remaining on hand.....	24	1	16	2			44	184	11		194	35

Abstracts.		Straps.	Straps and no- tices.	Shelves, (cases.)	Scales, (sets.)	Sand paper, (sheets.)	Saddlers' ham- mers.	Shoe knives.	Shears.	Sandstone.	Skids.	Spring punches.	Splitting knives.
1	On hand, per last return.....												
2	Abst. D.—Received by purchase.....												
3	Abst. E.—Received from officers.....	18	92	1	2	42	1	1	1	1	2	1	2
4	Abst. N.—Fabricated and taken up.....						1	1		1		1	1
5	Taken from Form No. 51.....												
	Total to be accounted for.....	18	92	1	2	42	2	2	1	2	2	2	3
6	Abst. F.—Fuel.....												
7	Abst. G.—Forage.....												
8	Abst. H.—Straw.....												
9	Abst. I.—Stationery.....												
10	Abst. K.—Special issues.....												
11	Abst. L.—Expended, sold, &c.....						1	1		1			1
12	Abst. M.—Issued and transferred.....												
	Total issued and expended.....						1	1		1			1
	Total remaining on hand.....	18	92	1	2	42	1	1	1	1	2	2	2

issued during the year 1865—Continued.

Rubber for joints, (feet.)	Rubber cement, (flasks.)	Round knives.	Rope, (pounds.)	Rubber sleeves.	Rings.	Raising forks.	Rules, (2 feet.)	Rip-saws.	Signal telegraph trains.	Solder, (lbs.)	Shipping books.	Steel pens, (dozen.)	Sealing-wax, (ounces.)	Spreaders.	Singletrees.	Saddle blankets	
22	7	2	200	10	8	2	3	1	6	3	....	392	16	17	113	51	1
22	7	2	3 ³ / ₄	10	8	2	3	1	1	53	4	1,496	263	18	50	53	2
22	7	1	75	10	8	2	1	1	1	53	4	1,496	263	18	50	53	3
22	7	3	278 ¹ / ₂	10	8	2	4	1	7	56	4	1,888	279	35	163	104	4
22	7	1	200	10	8	2	3	1	7	36	....	703	227	5	40	19	5
22	7	1	200	10	8	2	3	1	7	36	....	703	227	5	40	19	6
22	7	1	200	10	8	2	3	1	7	36	....	703	227	5	40	19	7
22	7	1	200	10	8	2	3	1	7	36	....	703	227	5	40	19	8
22	7	1	200	10	8	2	3	1	7	36	....	703	227	5	40	19	9
22	7	1	200	10	8	2	3	1	7	36	....	703	227	5	40	19	10
22	7	1	200	10	8	2	3	1	7	36	....	703	227	5	40	19	11
22	7	1	200	10	8	2	3	1	7	36	....	703	227	5	40	19	12
22	7	1	200	10	8	2	3	1	7	36	....	703	227	5	40	19	13
22	7	1	200	10	8	2	3	1	7	36	....	703	227	5	40	19	14
22	7	1	200	10	8	2	3	1	7	36	....	703	227	5	40	19	15
22	7	1	200	10	8	2	3	1	7	36	....	703	227	5	40	19	16
22	7	1	200	10	8	2	3	1	7	36	....	703	227	5	40	19	17
22	7	1	200	10	8	2	3	1	7	36	....	703	227	5	40	19	18
22	7	1	200	10	8	2	3	1	7	36	....	703	227	5	40	19	19
22	7	1	200	10	8	2	3	1	7	36	....	703	227	5	40	19	20
22	7	1	200	10	8	2	3	1	7	36	....	703	227	5	40	19	21
22	7	1	200	10	8	2	3	1	7	36	....	703	227	5	40	19	22
22	7	1	200	10	8	2	3	1	7	36	....	703	227	5	40	19	23
22	7	1	200	10	8	2	3	1	7	36	....	703	227	5	40	19	24
22	7	1	200	10	8	2	3	1	7	36	....	703	227	5	40	19	25
22	7	1	200	10	8	2	3	1	7	36	....	703	227	5	40	19	26
22	7	1	200	10	8	2	3	1	7	36	....	703	227	5	40	19	27
22	7	1	200	10	8	2	3	1	7	36	....	703	227	5	40	19	28
22	7	1	200	10	8	2	3	1	7	36	....	703	227	5	40	19	29
22	7	1	200	10	8	2	3	1	7	36	....	703	227	5	40	19	30
22	7	1	200	10	8	2	3	1	7	36	....	703	227	5	40	19	31
22	7	1	200	10	8	2	3	1	7	36	....	703	227	5	40	19	32
22	7	1	200	10	8	2	3	1	7	36	....	703	227	5	40	19	33
22	7	1	200	10	8	2	3	1	7	36	....	703	227	5	40	19	34
22	7	1	200	10	8	2	3	1	7	36	....	703	227	5	40	19	35
22	7	1	200	10	8	2	3	1	7	36	....	703	227	5	40	19	36
22	7	1	200	10	8	2	3	1	7	36	....	703	227	5	40	19	37
22	7	1	200	10	8	2	3	1	7	36	....	703	227	5	40	19	38
22	7	1	200	10	8	2	3	1	7	36	....	703	227	5	40	19	39
22	7	1	200	10	8	2	3	1	7	36	....	703	227	5	40	19	40
22	7	1	200	10	8	2	3	1	7	36	....	703	227	5	40	19	41
22	7	1	200	10	8	2	3	1	7	36	....	703	227	5	40	19	42
22	7	1	200	10	8	2	3	1	7	36	....	703	227	5	40	19	43
22	7	1	200	10	8	2	3	1	7	36	....	703	227	5	40	19	44
22	7	1	200	10	8	2	3	1	7	36	....	703	227	5	40	19	45
22	7	1	200	10	8	2	3	1	7	36	....	703	227	5	40	19	46
22	7	1	200	10	8	2	3	1	7	36	....	703	227	5	40	19	47
22	7	1	200	10	8	2	3	1	7	36	....	703	227	5	40	19	48
22	7	1	200	10	8	2	3	1	7	36	....	703	227	5	40	19	49
22	7	1	200	10	8	2	3	1	7	36	....	703	227	5	40	19	50
22	7	1	200	10	8	2	3	1	7	36	....	703	227	5	40	19	51
22	7	1	200	10	8	2	3	1	7	36	....	703	227	5	40	19	52
22	7	1	200	10	8	2	3	1	7	36	....	703	227	5	40	19	53
22	7	1	200	10	8	2	3	1	7	36	....	703	227	5	40	19	54
22	7	1	200	10	8	2	3	1	7	36	....	703	227	5	40	19	55
22	7	1	200	10	8	2	3	1	7	36	....	703	227	5	40	19	56
22	7	1	200	10	8	2	3	1	7	36	....	703	227	5	40	19	57
22	7	1	200	10	8	2	3	1	7	36	....	703	227	5	40	19	58
22	7	1	200	10	8	2	3	1	7	36	....	703	227	5	40	19	59
22	7	1	200	10	8	2	3	1	7	36	....	703	227	5	40	19	60
22	7	1	200	10	8	2	3	1	7	36	....	703	227	5	40	19	61
22	7	1	200	10	8	2	3	1	7	36	....	703	227	5	40	19	62
22	7	1	200	10	8	2	3	1	7	36	....	703	227	5	40	19	63
22	7	1	200	10	8	2	3	1	7	36	....	703	227	5	40	19	64
22	7	1	200	10	8	2	3	1	7	36	....	703	227	5	40	19	65
22	7	1	200	10	8	2	3	1	7	36	....	703	227	5	40	19	66
22	7	1	200	10	8	2	3	1	7	36	....	703	227	5	40	19	67
22	7	1	200	10	8	2	3	1	7	36	....	703	227	5	40	19	68
22	7	1	200	10	8	2	3	1	7	36	....	703	227	5	40	19	69
22	7	1	200	10	8	2	3	1	7	36	....	703	227	5	40	19	70
22	7	1	200	10	8	2	3	1	7	36	....	703	227	5	40	19	71
22	7	1	200	10	8	2	3	1	7	36	....	703	227	5	40	19	72
22	7	1	200	10	8	2	3	1	7	36	....	703	227	5	40	19	73
22	7	1	200	10	8	2	3	1	7	36	....	703	227	5	40	19	74
22	7	1	200	10	8	2	3	1	7	36	....	703	227	5	40	19	75
22	7	1	200	10	8	2	3	1	7	36	....	703	227	5	40	19	76
22	7	1	200	10	8	2	3	1	7	36	....	703	227	5	40	19	77
22	7	1	200	10	8	2	3	1	7	36	....	703	227	5	40	19	78
22	7	1	200	10	8	2	3	1	7	36	....	703	227	5	40	19	79
22	7	1	200	10	8	2	3	1	7	36	....	703	227	5	40	19	80
22	7	1	200	10	8	2	3	1	7	36	....	703	227	5	40	19	81
22	7	1	200	10	8	2	3	1	7	36	....	703	227	5	40	19	82
22	7	1	200	10	8	2	3	1	7	36	....	703	227	5	40	19	83
22	7	1	200	10	8	2	3	1	7	36	....	703	227	5	40	19	84
22	7	1	200	10	8	2	3	1	7	36	....	703	227	5	40	19	85
22	7	1	200	10	8	2	3	1	7	36	....	703	227	5	40	19	86
22	7	1	200	10	8	2	3	1	7	36	....	703	227	5	40	19	87
22	7	1	200	10	8	2	3	1	7	36	....	703	227	5	40	19	88
22	7	1	200	10	8	2	3	1	7	36	....	703	227	5	40	19	89
22	7	1	200	10	8	2	3	1	7	36	....	703	227	5	40	19	90
22	7	1	200	10	8	2	3	1	7	36	....	703	227	5	40	19	91
22	7	1	200	10	8	2	3	1	7	36	....	703	227	5	40	19	92
22	7	1	200	10	8	2	3	1	7	36	....	703	227	5	40	19	93
22	7	1	200	10	8	2	3	1	7	36	....	703	227	5	40	19	94
22	7	1	200	10	8	2	3	1	7	36	....	703	227	5	40	19	95
22	7	1	200	10	8	2	3	1	7	36	....	703					

Return of clothing, camp and garrison equipage, received and issued at Nashville, Tennessee, in the year ending June 30, 1865, by Captain John C. Van Duzer, A. Q. M.

Of whom received.	Artillery jackets.	Axes and handles.	Axe-helves.	Blowses, unlined.	Blowses, lined.	Boots, pairs of.	Bootees, pairs of.	Blankets.	Bell-tents.	Bell-tent poles.	Caps.	Cavalry trowsers.	Cavalry greatcoats.	Camp-kettles.	Camp cots.	Common tents.	Drawers, pairs of.	Hats.	Hatchets & handles.
On hand, per last return	1	65	.....	.....	5	14	57	122	18	14	.....	.....	.....	61	1	1	86	2	129
Received from officers during year ending June 30, 1865 ..	1	56	60	1	133	234	111	467	2	2	.....	36	17	32	.....	.....	475	6	172
Omitted from C and G report since April, 1864 .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....
Taken up .....	.....	.....	.....	.....	6	.....	.....	4	.....	.....	.....	2	2	.....	.....	.....	.....	3	.....
Total to be accounted for ...	2	121	60	1	144	248	168	593	20	16	1	38	19	93	1	1	561	11	301
To whom issued:																			
Issued and transferred during the year ending June 30, 1865 .....	.....	90	60	.....	33	3	13	23	7	3	.....	2	10	6	1	.....	10	3	252
Sold, lost, expended, &c., during the year ending June 30, 1865 .....	.....	31	.....	.....	6	8	1	6	13	13	.....	2	2	42	.....	1	23	3	49
Total issued .....	.....	121	60	.....	39	11	14	29	20	16	.....	4	12	48	1	1	33	6	301
On hand to be accounted for ..	2	.....	.....	1	105	237	154	564	.....	.....	1	34	7	45	.....	.....	528	5	.....

Of whom received.	Infantry trowsers.	Infantry greatcoats.	Infantry greatcoats, irregular.	Mess-pans.	Old wall-tent flies.	Pickaxes.	Pickaxes & handles.	Shirts.	Stockings, pairs of.	Shovels, long-handled.	Shovels, straight-handled.	Spades.	Sibley tent-poles, sets.	Shelter tents.	Trowsers, irregular.	Tent-pins, sets.	Wall-tents.	Wall-tent flies.	Wall tents, pole-sets.
On hand, per last return	42	.....	.....	76	.....	2	7	113	58	40	3	4	1	.....	27	17	13	13	13
Received from officers during year ending June 30, 1865 ..	212	62	10	33	3	.....	2	595	668	84	.....	4	.....	3	71	11	13	13	13
Omitted from C and G report since April, 1864 .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Taken up	13	.....	.....	.....	.....	.....	.....	.....	13	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total to be accounted for ...	267	62	10	109	3	2	9	708	739	124	3	8	1	3	98	28	26	26	26
To whom issued:																			
Issued and transferred during the year ending June 30, 1865	3	1	6	12	.....	.....	.....	45	27	98	2	6	.....	.....	.....	3	2	2	2
Sold, lost, expended, &c., during the year ending June 30, 1865	14	.....	.....	41	3	2	9	18	15	26	1	2	1	.....	.....	19	12	13	6
Total issued	17	1	6	53	3	2	9	63	42	124	3	8	1	.....	.....	22	14	15	8
On hand to be accounted for ...	250	61	4	56	.....	.....	.....	645	697	.....	.....	.....	.....	3	98	6	12	11	18

HEADQUARTERS UNITED STATES MILITARY TELEGRAPH,
Department of the Cumberland, Nashville, Tenn., 1865.

Lines in operation July 1, 1864.	Miles.	Remarks.
From Nashville, Tenn., to Chattanooga, Tenn	167	Including Shelbyville loop.
From Nashville, Tenn., to Chattanooga, Tenn	156	Second wire.
From Nashville, Tenn., to Stevenson, Ala	193	Via Decatur, Ala.
From Nashville, Tenn., to Johnsonville, Tenn	78	
From Stevenson, Ala., to Chattanooga, Tenn	28	Third wire.
From Chattanooga, Tenn., to Strawberry Plains, Tenn.	128	
From Chattanooga, Tenn., to near Atlanta Ga	130	
From near Atlanta, Ga., to several headquarters.....	20	Field wire.
From Kingston, Ga., to Rome, Ga.....	19	
From Clarksville, Tenn., to Paducah, Ky.....	176	
From Clarksville, Tenn., to Hopkinsville, Ky.....	26½	
Total	1,121½	

HEADQUARTERS UNITED STATES MILITARY TELEGRAPH,
Department of the Cumberland, Nashville, Tenn., 1865.

Lines repaired during the year ending June 30, 1865.	Miles.	Remarks.
From Big Shanty, Ga., to near Atlanta, Ga.....	20	
From Strawberry Plains, Tenn., to Bull's Gap, Tenn.....	45	
From Nashville, Tenn., to Duck River, Tenn.....	256	Two wires.
From Stevenson, Ala., to Hobbs's, Tenn.....	83	
From Nashville, Tenn., to Athens, Ala.....	6	
From Athens, Ala., to Hobbs's, Tenn.....	107	
From Nashville, Tenn., to Johnsonville, Tenn	78	
From Knoxville, Tenn., to Chattanooga, Tenn	100	
From Germantown, Tenn., to Lafayette, Tenn.....	15	
From Decatur, Ala., to Lafayette, Tenn.....	156	
From Dalton, Ga., to Cartersville, Ga.....	46	
From Memphis, Tenn., to Hernando, Miss	22	
From Carter's Station, to Bristol, Tenn.....	20	
From Cartersville, Ga., to Atlanta, Ga.....	48	
Total	1,002	

HEADQUARTERS UNITED STATES MILITARY TELEGRAPH,
Department of the Cumberland, Nashville, Tenn., 1865.

Lines constructed during the year ending June 30, 1865.	Miles.	Remarks.
From near Atlanta, Ga., to headquarters.....	20	
From Stevenson, Ala., to Chattanooga, Tenn.....	38	Third wire.
From Chattanooga, Tenn., to Cartersville, Ga.....	86	
From Cartersville, Ga., to Atlanta, Ga.....	44	Second wire.
From Rosswell, Ga., to Sandtown, Ga.....	35	
From Chattanooga, Tenn., to Lookout mountain, Tenn....	6	Two wires.
From Nashville, Tenn., to headquarters.....	6	
From Tenn. and Ala. railroad to various points.....	20	
From Strawberry Plains, Tenn., to Bull's Gap, Tenn.....	39	
From Bull's Gap, Tenn., to Carter's Station, Tenn.....	54	
From Chattanooga, Tenn., to Loudon, Tenn.....	88	Second wire.
From Eastport, Tenn., to Iuka, Miss.....	9	
From Loudon, Tenn., to Knoxville, Tenn.....	29	
Total.....	474	

Lines abandoned during the year ending June 30, 1865.....	470
Total.....	470

HEADQUARTERS UNITED STATES MILITARY TELEGRAPH,
Department of the Cumberland, Nashville, Tenn., 1865

Lines in operation June 30, 1865.	Miles.	Remarks.
From Nashville, Tenn., to Chattanooga, Tenn.....	323	Two wires, Shelbyville loop.
From Nashville, Tenn., to Chattanooga, Tenn.....	238	Via Decatur, Ill.
From Nashville, Tenn., to Johnsonville, Tenn.....	78	
From Chattanooga, Tenn., to Bristol, Tenn.....	247	
From Chattanooga, Tenn., to Knoxville, Tenn.....	117	Second wire.
From Chattanooga, Tenn., to Atlanta, Ga.....	135	
From Chattanooga, Tenn., to Dalton, Ga.....	35	
From Chattanooga, Tenn., to Lookout mountain, Tenn.....	3	Two wires.
From Memphis, Tenn., to Decatur, Ala.....	186	
From Memphis, Tenn., to outposts.....	10	
From Memphis, Tenn., to Hernando, Miss.....	22	
From Clarksville, Tenn., to Columbus, Ga.....	278	Via Paducah and Cairo.
From Clarksville, Tenn., to Hopkinsville, Ky.....	26½	
From Mt. Sterling, Ky., to Somerset, Ky.....	120	Via Lexington and Danville, Ky.
From Lebanon, Ky., to Knoxville, Tenn.....	216	Via Danville and Cumberland Gap.
From Lebanon, Ky., to Burksville, Ky.....	67	
From Lexington, Ky., to Richmond, Ky.....	26	
Total.....	2,127½	

No. 79.

Annual report of Major Thomas T. Eckert, assistant quartermaster and assistant superintendent United States military telegraph, for the fiscal year ending June 30, 1865.

WASHINGTON CITY, D. C., October 9, 1865.

GENERAL: I have the honor to submit herewith my annual report for the fiscal year ending June 30, 1865, pursuant to General Orders No. 39, dated Quartermaster General's Office, July 1, 1865.

My annual report for the fiscal year ending June 30, 1864, was forwarded to your office December 8, 1864.

I have been on duty during the year as assistant superintendent United States military telegraphs, in charge of all telegraph lines in the departments of Potomac, Virginia, North Carolina, and the south. My headquarters have been at Washington, D. C.

At the beginning of the fiscal year the armies under Lieutenant General Grant were operating in the vicinity of Richmond and Petersburg, and communication was had from Washington *via* Wilmington, Delaware, thence along the eastern shore to Cherrystone Point, connecting there with cable to Fort Monroe, and thence *via* Yorktown, Jamestown island, Surrey Court House, Fort Powhatan, and City Point.

The line from Swan's Point, opposite Jamestown island, *via* Surrey Court House, being frequently interrupted by guerillas, and as a sufficient force could not be spared for its proper protection, it was decided to lay a cable from Jamestown island to Fort Powhatan, a distance of twenty-two miles by water. This cable was laid in July, 1864, and, with but few interruptions occasioned by passing vessels, has worked even more successfully than was anticipated. The total number of miles of cable in the line between Washington *via* Wilmington to City Point is fifty-two, (52,) and this circuit has been worked direct (that is, without repeating stations) and almost continually.

The headquarters of the different corps of the armies were in direct communication with each other and with Lieutenant General Grant's headquarters, by means of the field telegraph. In case of a temporary advance of our troops the field telegraph wire, arranged on reels placed on the backs of mules, was strung out and supported by small poles prepared for the purpose, and offices established at the advance posts almost simultaneously with the advance.

During the month of July, 1864, a rebel force, under General Early, made a raid into Maryland, cutting the telegraph line leading from Washington to Harper's Ferry, a short distance from this city, and all the lines connecting Washington with the north at a point near Beltsville, nine miles from Washington, on the Baltimore and Ohio railroad. Field-lines were rapidly built to the forts around Washington, and offices opened at Forts Lincoln, Totten, Stevens, Reno, Corcoran, and at Chain bridge and Arlington. These offices were kept open until the rebel army had retreated, and were of great service in affording a means of rapid communication between all parts of our line. The military telegraph line to Point Lookout was the only line extending from the city any considerable distance, and for three days all telegrams for the army of Lieutenant General Grant, and for the north, were sent to Point Lookout and thence by despatch-boat to Fort Monroe, from which point they were transmitted to their destination. By this means but little delay was occasioned in reaching the Lieutenant General by telegraph.

As our forces gradually advanced towards Richmond, by way of Chapin's farm, and to the southwest of Petersburg, across the Weldon railroad, the telegraph lines were thrown forward to all of the advanced positions.

Until the movement by General Grant, about the latter part of March, the lines remained in about the same condition.

Immediately after the evacuation of Richmond the line was extended to that city, and an office opened there early on the morning of April 4. An office was also opened in Petersburg on the same day, and the telegraph line on the Southside railroad was repaired as fast as the troops advanced in pursuit of Lee, communication being had direct from City Point to headquarters of Lieutenant General Grant each evening.

An office was opened at Appomattox Court House two hours after the surrender of Lee with the army under his command.

Measures were at once taken to repair the telegraph lines leading west and south. An office was opened at Lynchburg April 16 and at Danville April 21.

The lines in the department of the Potomac and department of Virginia were in charge of A. H. Caldwell, chief operator, and D. Doren, superintendent of construction, both of whom, with the men under their charge, deserve great credit for the skill and energy displayed in establishing and maintaining communication with the advance of the army.

When General Schofield went to North Carolina, in January, a telegraph party, under Richard O'Brien, chief operator, was sent with him. A line was already built from Morehead City to a short distance beyond Newbern, North Carolina, connecting the different military posts with district headquarters.

As General Schofield advanced, the line was extended from Newbern towards Goldsboro'.

To assist in the operations of the force advancing against Wilmington, by way of Fort Fisher, a line was built from the fort up the peninsula towards the city, and, immediately after its capture, was extended into the city and an office opened there February 23. From there the line was extended to Goldsboro' and thence to Raleigh; the office at the former place being opened March 23 and at the latter place April 14.

Mr. O'Brien is deserving of special notice for his energy and perseverance in establishing prompt communication by telegraph in this department, and the men under him, for their vigilance and faithful attention to the interests of the service.

After the surrender of General Johnston and the forces under his command, arrangements were made to open telegraphic communication with all important points in the south as speedily as possible.

In April a line from Petersburg to Weldon was built, and the line from there to Raleigh and to Goldsboro' repaired. The lines from Raleigh to Greensboro' and from Danville to Greensboro' were also repaired.

In May a new line was built from Alexandria to Fredericksburg, and the railroad line thence to Richmond repaired.

During June a line was built from Richmond to Williamsburg, Virginia, connecting there with the line to Fort Monroe.

By these means communication was had with all important points south, and the telegraph lines placed under direct supervision of the War Department, through the military telegraph.

For a report of the operations of the military telegraph in department of the south, I respectfully refer you to the annual report of Captain James R. Gilmore, assistant quartermaster and assistant superintendent United States military telegraph, who had charge, under my direction, of the lines in that department.

I am, general, very respectfully, your obedient servant,

THOMAS T. ECKERT,

Major, Ass't Q. M. and Ass't Sup't U. S. Mil. Telegraph.

Brevet Major General M. C. MEIGS,

Quartermaster General U. S. A., Washington, D. C.

A true copy :

JOHN V. FUREY, *Captain and A. Q. M.*

A.
Statement of quartermasters' property for the fiscal year ending June 30, 1865—Major Thomas T. Eckert, A. Q. M.

(NOTE.—No property manufactured.)

Articles.	On hand July 1, 1864.	Received from officers during the year.	Purchased during the year.	Taken up during the year.	Total.	Issued and transferred during the year.	Sold, died, lost, expended, &c., during the year.	Total.	On hand June 30, 1865.
Acid, nitric.....	1,035	11,574	.....	.....	12,609	.....	9,932	9,932	2,677
Acid, sulphuric.....	.....	.....	.....	35	35	.....	20	20	15
Acid, muriatic.....	.....	.....	2	.....	2	.....	2	2	.....
Augers.....	2	7	.....	18	27	24	.....	24	3
Auger bits.....	.....	8	.....	.....	8	4	.....	4	4
Axes.....	2	14	.....	18	34	14	7	21	13
Axe handles.....	15	6	.....	.....	21	.....	1	1	20
Asphaltum.....	.....	.....	1	.....	1	.....	1	1	.....
Batteries, electro.....	26	.....	.....	.....	26	20	6	26	.....
Batteries, electro.....	.....	57	.....	6	63	27	36	63	.....
Batteries, caissons.....	26	.....	.....	3	29	24	5	29	.....
Batteries, portable, field.....	.....	312	.....	.....	312	.....	96	96	216
Batteries, portable, boxes.....	.....	57	.....	.....	57	5	22	27	30
Battery brushes.....	25	.....	.....	.....	25	.....	17	17	8
Battery clamps.....	16	238	.....	.....	254	.....	31	31	223
Battery jars.....	34	50	1	.....	85	.....	45	45	40
Battery tumblers.....	24	500	.....	.....	524	.....	299	299	225
Blue vitriol.....	1,314	3,239	.....	.....	4,553	.....	3,645	3,645	908
Bell magnets and keys.....	2	.....	.....	.....	2	.....	.....	2	2
Bells for table.....	1	.....	.....	.....	1	.....	.....	.....	1
Baskets.....	3	.....	.....	.....	3	.....	.....	.....	3
Books, account.....	.....	.....	2	.....	2	.....	2	2	.....
Books, cipher.....	26	103	12	.....	141	.....	47	47	94
Books, copy.....	90	.....	45	.....	135	2	90	92	43
Books, blank.....	9	.....	.....	.....	9	.....	9	9	.....
Books, manifold.....	39	299	.....	.....	338	.....	175	175	163

Statement of quartermasters' property, &c.—Continued.

Articles.	On hand July 1, 1864.	Received from officers during the year.	Purchased during the year.	Taken up during the year.	Total.	Issued and transferred during the year.	Sold, died, lost, expended, &c., during the year.	Total.	On hand June 30, 1865.
Books, mess delivery.....	.....	.....	241	.....	241	.....	154	154	87
Books, pay rolls.....	2	.....	.....	.....	2	.....	.....	.....	2
Binding screws, iron.....	15	39	.....	90	144	.....	144	144	.....
Binding screws, insulated.....	34	72	.....	180	286	.....	286	286	.....
Braces.....	1	1	.....	.....	2	.....	.....	.....	2
Blankets, saddle.....	73	21	.....	.....	94	15	3	18	76
Bearing chains.....	1	24	.....	.....	25	.....	.....	.....	25
Bridles.....	8	74	.....	1	83	58	4	62	21
Block and tackle.....	3	.....	.....	.....	3	.....	.....	.....	3
Brown paint.....	.....	100	.....	.....	100	.....	100	100	.....
Backstraps and crupper.....	.....	12	.....	5	17	17	.....	17	.....
Breeching.....	.....	7	.....	2	9	9	.....	9	.....
Borax.....	.....	1	.....	.....	1	.....	1	1	.....
Backbands.....	.....	.....	.....	2	2	2	.....	2	.....
Bellybands.....	.....	.....	.....	4	4	4	.....	4	.....
Bolts.....	.....	.....	.....	46	46	46	.....	46	.....
Boxes for papers.....	.....	.....	2	.....	2	.....	.....	.....	2
Candlesticks.....	15	.....	.....	.....	15	.....	.....	.....	15
Cans for oil.....	1	.....	.....	.....	1	.....	1	1	.....
Catgut.....	.....	40	.....	.....	40	.....	40	40	.....
Cot beds.....	2	.....	.....	.....	2	.....	.....	.....	2
Clocks.....	1	.....	2	.....	3	.....	.....	.....	3
Cups and sponges.....	2	.....	.....	.....	2	.....	.....	.....	2
Copying presses.....	2	.....	.....	.....	2	.....	.....	.....	2
Carbonized sheets.....	12	100	1	.....	112	.....	62	62	50
Currycombs.....	43	131	.....	.....	174	116	.....	116	58
Check reins.....	6	.....	.....	.....	6	.....	6	6	.....
Choke-straps.....	.....	16	.....	.....	16	16	.....	16	.....
Coupling straps.....	12	49	.....	.....	61	.....	40	40	21

Coupling poles	do.	1	4	1	5	5	5	7
Collars	do.	75	75	68	68	68	68	10
Cordage	miles	10	10	10	10	10	10	229
Cable, sub-marine	do.	5 $\frac{1}{2}$	284	284	284	284	284	1,070
Cable, sub-marine	yards	1,070	1,070	1,070	1,070	1,070	1,070	5
Cable, sub-marine	cases	5	5	5	5	5	5	7
Cable hubs	number	7	7	7	7	7	7	1
Cable boxes	do.	2	2	2	2	2	2	1
Cable tools	boxes	1	1	1	1	1	1	1
Connecting plate	number	1	1	1	1	1	1	194
Coppers, local	do.	88	300	300	300	300	300	192
Carriage bolts	do.	192	192	192	192	192	192	4,700
Coal	pounds	4,700	4,700	4,700	4,700	4,700	4,700	53
Climbers	pairs	29	11	11	11	11	11	32
Climber straps	number	52	52	52	52	52	52	28
Crowbars	do.	9	24	24	24	24	24	38
Carboys	do.	66	66	66	66	66	66	34
Connecting screws	do.	48	48	48	48	48	48	1
Cipher paper	reams	3	3	3	3	3	3	2
Digging irons	number	8	8	8	8	8	8	9
Dividers	do.	2	2	2	2	2	2	26
Doubletrees	do.	4	6	6	6	6	6	35
Envelopes, large	do.	2,000	21,000	21,000	21,000	21,000	21,000	1
Envelopes, small	do.	25,500	290,000	290,000	290,000	290,000	290,000	1
End gates	do.	5	12	12	12	12	12	9
Feed troughs	do.	2	24	24	24	24	24	26
Fifth chains	do.	2	29	29	29	29	29	35
Files	do.	1	1	1	1	1	1	1
Forge tools	sets	1	1	1	1	1	1	1
Furnaces	number	4	7	7	7	7	7	1
Gear, large	do.	4	7	7	7	7	7	1
Gear, small	do.	4	7	7	7	7	7	1
Gutta-percha	pounds	3	4	4	4	4	4	1
Gimlets	number	2	2	2	2	2	2	2
Grindstones	do.	45	1	1	1	1	1	2
Harness, lead	sets	44	76	76	76	76	76	79
Harness, wheel	do.	8	40	40	40	40	40	40
Harness, ambulance	do.	2	12	12	12	12	12	10
Harness, six-mule	do.	97	5	5	5	5	5	7
Halters	number	9	217	217	217	217	217	101
Hames	pairs	6	9	9	9	9	9	2

Statement of quartermasters' property, &c.—Continued.

Articles.	On hand July 1, 1864.	Received from officers during the year.	Purchased during the year.	Taken up during the year.	Total.	Issued and transferred during the year.	Sold, died, lost, expended, &c., during the year.	Total.	On hand June 30, 1865.
Harness and traces.....	number.....	19	.....	.....	19	19	.....	19	.....
Harness straps.....	do.....	40	.....	.....	40	40	40	40	.....
Hame strings.....	do.....	50	.....	.....	225	225	225	225	.....
Horses.....	do.....	102	.....	.....	160	131	9	140	20
Horse brushes.....	do.....	34	.....	.....	119	76	.....	76	43
Horse-shoes.....	do.....	.....	.....	.....	1,700	.....	1,700	1,700	.....
Hammers.....	do.....	2	.....	18	30	25	.....	25	5
Hatchets.....	do.....	76	.....	18	152	22	8	30	122
Ink.....	bottles.....	10	117	.....	127	.....	90	90	37
Inkstands.....	number.....	12	25	.....	37	.....	37	37	.....
Iron spools.....	do.....	10	.....	.....	10	.....	.....	.....	10
Insulators, bracket.....	do.....	5,941	.....	.....	22,433	.....	14,227	14,227	8,206
Insulators, block.....	do.....	280	.....	.....	280	.....	280	280	.....
Insulators, rubber.....	do.....	1,127	.....	.....	4,241	.....	2,810	2,810	1,431
Instruments, telegraph:									
combination.....	do.....	17	3	.....	20	.....	.....	.....	20
field.....	do.....	25	.....	.....	25	.....	.....	.....	25
pocket.....	do.....	7	4	.....	11	.....	1	1	10
register.....	do.....	13	.....	.....	13	.....	.....	.....	13
repeater.....	do.....	1	.....	.....	1	.....	.....	.....	1
signal.....	do.....	3	11	26	40	40	.....	40	.....
keys.....	do.....	58	7	.....	65	.....	.....	.....	65
relays.....	do.....	42	1	.....	43	.....	.....	.....	43
relays and keys.....	do.....	37	6	.....	90	.....	1	1	89
sounders.....	do.....	27	14	.....	41	.....	.....	.....	41
sounders, repeating.....	do.....	2	.....	.....	2	.....	.....	.....	2
Instrument boxes.....	do.....	6	.....	.....	6	.....	.....	.....	6
Iron.....	pounds.....	710	.....	.....	710	.....	710	710	.....
Jockey sticks.....	number.....	23	.....	.....	45	.....	.....	.....	45

[illegible]

33 W

Statement of quartermasters' property, &c.—Continued.

Articles.	On hand July 1, 1864.	Received from of- ficers during the year.	Purchased during the year.	Taken up during the year.	Total.	Issued and trans- ferred during the year.	Sold, died, lost, expended, &c., during the year.	Total.	On hand June 30, 1865.
Oilers.....	4	7	.....	18	29	21	.....	21	8
Open links.....	.....	290	.....	.....	290	.....	290	290	.....
Penholders.....	.....	.....	144	.....	144	.....	80	80	64
Pen racks.....	10	.....	.....	.....	10	.....	.....	.....	10
Post office racks.....	2	.....	.....	.....	2	.....	.....	.....	2
Post office currency box.....	1	.....	.....	.....	1	.....	.....	.....	1
Paint brushes.....	.....	4	.....	.....	4	.....	4	4	.....
Prussian blue.....	.....	15	.....	.....	15	.....	15	15	.....
Pack saddles.....	33	7	.....	.....	40	31	.....	31	9
Pliers.....	86	80	.....	18	184	9	6	15	169
Poles with hook and fork.....	4	8	.....	36	48	.....	48	48	.....
Platina strips.....	.....	650	.....	.....	650	.....	614	614	36
Platina standard.....	2	4	.....	.....	6	.....	6	6	.....
Porous cups, grove.....	161	400	.....	.....	561	.....	408	408	153
Porous cups, local.....	5	200	.....	.....	205	.....	78	78	127
Porous cups, leather.....	50	100	.....	.....	150	.....	150	150	.....
Picks.....	.....	4	.....	.....	4	.....	.....	.....	4
Pole straps.....	.....	2	.....	.....	2	2	.....	2	.....
Paulins.....	.....	1	.....	.....	1	.....	.....	.....	1
Pivot staples.....	.....	$\frac{1}{2}$	.....	.....	$\frac{1}{2}$	.....	$\frac{1}{2}$	$\frac{1}{2}$	.....
Rulers.....	1	.....	.....	.....	1	.....	.....	.....	1
Register paper.....	18	42	.....	.....	60	.....	22	22	33
Rings, iron.....	9	12	.....	36	57	51	6	57	.....
Rivets.....	.....	4	.....	.....	4	.....	4	4	.....
Rope.....	20	33	.....	.....	53	.....	53	53	.....
Rubber bands.....	.....	.....	216	.....	216	.....	216	216	.....
Rubber cement.....	4	6	.....	18	28	.....	28	28	.....
Rubber joints.....	.....	344	204	180	728	.....	524	524	204
Rubber rings.....	.....	54	.....	.....	54	.....	.....	54	54

Rubber sleeves.....do.....	12	19	54	85	13	85	85	5
Rasps.....do.....	2	18	.....	18	.....	.....	13	2
Reels for cable.....do.....	18	61	90	169	43	.....	43	126
Reels for wire.....do.....	10	54	104	168	115	.....	115	53
Reel stands.....do.....	6	21	72	99	86	.....	86	13
Reel bearers.....do.....	.....	.....	69	69	69	.....	69	.....
Reel-bearer straps.....do.....	4	7	29	40	40	.....	40	.....
Reel handles.....do.....	1	.....	.....	1	.....	.....	.....	1
Scales, post office.....do.....	.....	1	.....	1	.....	.....	.....	1
Scales, platform.....do.....	.....	.....	.....	.....	.....	.....	.....	1
Sealingwax.....do.....	22	.....	.....	70	.....	.....	62	8
Steel pens.....do.....	10	.....	.....	9,226	.....	.....	9,130	96
Styles.....do.....	15	.....	.....	15	.....	.....	15	.....
Stamps for office.....do.....	1	.....	.....	1	.....	.....	.....	1
Shears.....do.....	1	.....	.....	1	.....	.....	.....	1
Shears, roaching.....do.....	.....	1	.....	1	.....	.....	.....	1
Scissors.....do.....	4	.....	.....	1	.....	.....	.....	1
Stoves.....do.....	14	.....	.....	4	.....	.....	.....	4
Stove-pipe.....feet.....	12	.....	.....	14	.....	.....	.....	14
Stove-pipe elbows.....number.....	3	.....	.....	12	.....	.....	.....	12
Saddles, riding.....do.....	8	.....	.....	3	.....	.....	.....	3
Saddles, wagon.....do.....	6	29	.....	37	33	4	37	19
Saddle girths.....do.....	.....	37	2	45	26	.....	26	.....
Saddle-bags.....do.....	.....	16	4	20	20	.....	20	.....
Saddlers' tools.....do.....	1	.....	6	7	7	.....	7	.....
Surcingles.....do.....	1	.....	.....	1	.....	.....	.....	1
Spreaders.....do.....	1	3	2	6	6	.....	6	8
Single-trees.....do.....	6	2	.....	8	.....	.....	.....	.....
Shoeing tools.....do.....	12	.....	.....	12	.....	12	12	.....
Shoeing tools.....sets.....	1	.....	.....	1	.....	.....	.....	1
Spurs.....do.....	1	.....	.....	1	1	.....	1	.....
Stable forks.....do.....	1	.....	.....	1	.....	.....	.....	1
Screwdrivers.....do.....	3	6	18	27	18	.....	18	9
Screw wrenches.....do.....	7	13	36	56	41	.....	41	15
Switch boards.....do.....	4	1	.....	5	.....	.....	.....	5
Switch cut-off.....do.....	.....	1	.....	1	.....	.....	.....	1
Sinker moulds.....do.....	3	.....	.....	3	.....	.....	.....	3
Signal flags.....do.....	2	.....	.....	2	.....	.....	.....	2
Smiths' bellows.....do.....	1	1	.....	2	1	.....	1	1
Shovels.....do.....	43	5	.....	48	.....	9	9	39
Shovels, coal.....do.....	1	.....	.....	1	.....	.....	.....	1
Sandpaper.....sheets.....	20	48	216	284	.....	284	284	.....

Statement of quartermasters' property, &c.—Continued.

Articles.	On hand July 1, 1864.	Received from officers during the year.	Purchased during the year.	Taken up during the year.	Total.	Issued and transferred during the year.	Sold, died, lost, expended, &c., during the year.	Total.	On hand June 30, 1865.
Saws.....number	2	7	.....	18	27	20	.....	20	7
Signal telegraph trains.....do	7	.....	.....	.....	7	.....	7	7	.....
Spirit lamps.....do	4	7	.....	18	29	26	.....	26	3
Spikes, wrought, large.....do	12	21	.....	42	75	.....	75	75	.....
Spikes, wrought, small.....do	120	545	.....	1,800	2,465	.....	2,465	2,465	.....
Solder.....bars	6	9	.....	36	51	.....	51	51	.....
Solder acid.....bottles	4	7	.....	18	29	.....	29	29	.....
Solder irons.....number	5	7	.....	18	30	22	.....	22	8
Scantling.....pieces	.....	100	.....	84	184	84	.....	184	.....
Scantling.....feet	.....	.....	.....	10,026	10,026	10,026	.....	10,026	.....
Spades.....number	.....	1	.....	.....	1	.....	.....	.....	1
Steel.....pounds	.....	10	.....	.....	10	.....	.....	10	.....
Sounder springs.....number	.....	12	.....	.....	12	.....	.....	12	.....
Screw plate.....do	.....	1	.....	.....	1	.....	.....	.....	1
Tacks.....papers	.....	2	.....	.....	2	.....	.....	2	.....
Thumb tacks.....number	4	.....	.....	.....	4	.....	.....	4	.....
Tags, (address).....do	.....	.....	1,000	.....	1,000	.....	1,000	1,000	.....
Tar buckets.....do	9	28	.....	18	55	20	.....	20	35
Tin buckets.....do	1	.....	.....	.....	1	.....	1	1	.....
Tin cups.....do	.....	.....	12	.....	12	.....	12	12	.....
Tin box for safe.....do	1	.....	.....	.....	1	.....	.....	.....	1
Tool boxes.....do	3	7	.....	18	28	26	.....	26	2
Twine.....balls	2	4	.....	18	24	.....	24	24	.....
Tables, office.....number	2	.....	.....	.....	2	.....	.....	.....	2
Tables, instrument.....do	.....	.....	1	.....	1	.....	.....	.....	1
Tongs.....do	.....	2	.....	.....	2	.....	.....	.....	2
Telegraph poles.....do	.....	.....	381	.....	381	.....	.....	.....	180
Thread.....pounds	.....	6	.....	.....	6	.....	6	6	.....
Trace chains.....number	.....	.....	.....	8	8	8	.....	8	.....

Tie wire.....	pounds	92	500	1000	1500	2000	2500	3000	3500	4000	4500	5000	5500	6000	6500	7000	7500	8000	8500	9000	9500	10000
Time-report blanks.....	number	92	500	1000	1500	2000	2500	3000	3500	4000	4500	5000	5500	6000	6500	7000	7500	8000	8500	9000	9500	10000
Vices and straps.....	do	92	500	1000	1500	2000	2500	3000	3500	4000	4500	5000	5500	6000	6500	7000	7500	8000	8500	9000	9500	10000
Wagons, army.....	do	92	500	1000	1500	2000	2500	3000	3500	4000	4500	5000	5500	6000	6500	7000	7500	8000	8500	9000	9500	10000
Wagons, battery.....	do	92	500	1000	1500	2000	2500	3000	3500	4000	4500	5000	5500	6000	6500	7000	7500	8000	8500	9000	9500	10000
Wagons, spring.....	do	92	500	1000	1500	2000	2500	3000	3500	4000	4500	5000	5500	6000	6500	7000	7500	8000	8500	9000	9500	10000
Wagons, signal.....	do	92	500	1000	1500	2000	2500	3000	3500	4000	4500	5000	5500	6000	6500	7000	7500	8000	8500	9000	9500	10000
Wagon bows.....	do	92	500	1000	1500	2000	2500	3000	3500	4000	4500	5000	5500	6000	6500	7000	7500	8000	8500	9000	9500	10000
Wagon covers.....	do	92	500	1000	1500	2000	2500	3000	3500	4000	4500	5000	5500	6000	6500	7000	7500	8000	8500	9000	9500	10000
Wagon hounds.....	do	92	500	1000	1500	2000	2500	3000	3500	4000	4500	5000	5500	6000	6500	7000	7500	8000	8500	9000	9500	10000
Wagon tongues.....	do	92	500	1000	1500	2000	2500	3000	3500	4000	4500	5000	5500	6000	6500	7000	7500	8000	8500	9000	9500	10000
Wagon wheels.....	do	92	500	1000	1500	2000	2500	3000	3500	4000	4500	5000	5500	6000	6500	7000	7500	8000	8500	9000	9500	10000
Wagon grease.....	pounds	92	500	1000	1500	2000	2500	3000	3500	4000	4500	5000	5500	6000	6500	7000	7500	8000	8500	9000	9500	10000
Water buckets.....	number	92	500	1000	1500	2000	2500	3000	3500	4000	4500	5000	5500	6000	6500	7000	7500	8000	8500	9000	9500	10000
Whips.....	do	92	500	1000	1500	2000	2500	3000	3500	4000	4500	5000	5500	6000	6500	7000	7500	8000	8500	9000	9500	10000
Washers.....	do	92	500	1000	1500	2000	2500	3000	3500	4000	4500	5000	5500	6000	6500	7000	7500	8000	8500	9000	9500	10000
Weights and pulleys.....	do	92	500	1000	1500	2000	2500	3000	3500	4000	4500	5000	5500	6000	6500	7000	7500	8000	8500	9000	9500	10000
Wire, iron.....	pounds	92	500	1000	1500	2000	2500	3000	3500	4000	4500	5000	5500	6000	6500	7000	7500	8000	8500	9000	9500	10000
Wire, copper.....	do	92	500	1000	1500	2000	2500	3000	3500	4000	4500	5000	5500	6000	6500	7000	7500	8000	8500	9000	9500	10000
Wire, copper.....	spoils	92	500	1000	1500	2000	2500	3000	3500	4000	4500	5000	5500	6000	6500	7000	7500	8000	8500	9000	9500	10000
Wire, office.....	pounds	92	500	1000	1500	2000	2500	3000	3500	4000	4500	5000	5500	6000	6500	7000	7500	8000	8500	9000	9500	10000
Wire, insulated field.....	miles	92	500	1000	1500	2000	2500	3000	3500	4000	4500	5000	5500	6000	6500	7000	7500	8000	8500	9000	9500	10000
Watches.....	number	92	500	1000	1500	2000	2500	3000	3500	4000	4500	5000	5500	6000	6500	7000	7500	8000	8500	9000	9500	10000
Wax.....	pounds	92	500	1000	1500	2000	2500	3000	3500	4000	4500	5000	5500	6000	6500	7000	7500	8000	8500	9000	9500	10000
White lead.....	do	92	500	1000	1500	2000	2500	3000	3500	4000	4500	5000	5500	6000	6500	7000	7500	8000	8500	9000	9500	10000
Zincs, grove.....	number	92	500	1000	1500	2000	2500	3000	3500	4000	4500	5000	5500	6000	6500	7000	7500	8000	8500	9000	9500	10000
Zincs, local.....	do	92	500	1000	1500	2000	2500	3000	3500	4000	4500	5000	5500	6000	6500	7000	7500	8000	8500	9000	9500	10000
Zincs, port. Field.....	do	92	500	1000	1500	2000	2500	3000	3500	4000	4500	5000	5500	6000	6500	7000	7500	8000	8500	9000	9500	10000

B.

Statement of clothing, camp and garrison equipage, for the year ending June 30, 1865, by Major Thomas C. Eckert, assistant quartermaster.

Articles.	On hand July 1, 1864.	Received from officers during the year.	Purchased during the year.	Taken up during the year.	Total.	Issued and transferred during the year.	Sold, lost, expended, &c., during the year.	Total.	On hand June 30, 1865.
Axes.....number.....		36			36	25		25	11
Axe-helves.....do.....	18	79			97	10	76	86	11
Camp kettles.....do.....	6	20			26	5	3	8	18
hatchets.....do.....		12			12	5		5	7
Hatchet handles.....do.....		12			12	4	1	5	7
Mess pans.....do.....	20	21			41	6	3	9	32
Spades.....do.....	2				2		2	2	
Shovels.....do.....	29	48			77	32		32	45
Stoves, (Sibley).....do.....	2	12			14	9		9	5
Stove-pipe joints.....do.....		43			43	34		34	9
elbows.....do.....		9			9	4		4	5
Tents, common.....do.....	9	1			10	4		4	6
hospital.....do.....		11			11	3		3	8
shelter.....do.....		25		6	31	31		31	
Sibley.....do.....	6	1			7	3		3	4
wall.....do.....	17	12			29	19		19	10
Tent-flies.....do.....	16	12			28	18	3	21	7
hospital.....do.....		11			11	2		2	9
Tent-poles, hospital.....sets.....		11			11	3		3	8
common.....do.....	9	1			10	3	1	4	6
Sibley.....number.....	9	1			10		6	6	4
wall.....sets.....	17	12			29	11	8	19	10
Tent-pins, common.....number.....	610	140			750		432	432	318
common.....sets.....	3				3		3	3	
wall.....number.....	186	588			774	240		240	534
wall.....sets.....	4				4		4	4	

Statement of public moneys received and disbursed during the year ending June 30, 1865, by Major Thomas T. Eckert, assistant quartermaster, Washington, D. C.

On hand July 1, 1864.....	\$3,306 82
Received from officers during the year.....	228,000 00
Total.....	231,306 82
Expended during the year.....	185,035 04
Transferred to other officers during the year.....	24,526 08
Remaining on hand June 30, 1865.....	21,745 70
Total.....	231,306 82

The balance on hand is deposited in the United States treasury.
 Statements embraced in forms "C," "C C," "D," "E," "F," and "G," do not "come under the scope of my duties."

Statement of United States military telegraph lines in operation July 1, 1864, and constructed and taken down during the year ending June 30, 1865, by direction of Thomas T. Eckert, major and assistant superintendent.

Between what points.	In operation during the year.	Taken down during the year.	In operation July 1, '65.	Land line.	Submarine cable.
	Miles.	Miles.	Miles.	Miles.	Miles.
In operation July 1, 1864:					
Washington depot and Alexandria.....	9	.....	9	9	.....
Washington depot and Harper's Ferry, via Point of Rocks.....	75	.....	75	75	.....
Washington depot and Fort Corcoran, six wires.....	15	.....	15	15	.....
Washington city wires, 8, 2½, 2, 4.....	16½	.....	16½	16½	.....
Washington city and Point Lookout, Md.....	100	.....	100	100	.....
Georgetown aqueduct and Tenallytown, two wires.....	3	.....	3	3	.....
Georgetown aqueduct and water station, six wires.....	3	.....	3	3	.....
Alexandria city wires, 4, 2, 3.....	9	.....	9	9	.....
Alexandria and Manassas Junction, via Court House.....	32	.....	32	32	.....
Alexandria and Fort Corcoran, two wires.....	14	.....	14	14	.....
Fort Corcoran and Seminary.....	9	2	7	7	.....
Wilmington, Del., and Cherrystone Point, Va.....	158	.....	158	158	.....
Crossing streams on Eastern Shore line (cable).....	1¼	.....	1¼	.....	1¼
Cherrystone Point and Back Creek light-house (cable).....	23	.....	23	.....	23
Back Creek light-house and Fort Monroe.....	7	.....	7	7	.....
Fort Monroe and Yorktown.....	27	.....	27	27	.....
Yorktown and Fort Magruder.....	12	.....	12	12	.....
Fort Magruder and Jamestown island.....	10	10	.....	.....	.....
Jamestown island and Swan's Point (cable).....	2½	2½	.....	.....	.....
Swan's Point and Fort Powhatan.....	25	.....	25	25	.....
Fort Powhatan and Bermuda Hundred.....	23	.....	23	23	.....
Loop at City Point.....	4	.....	4	4	.....
City Point and headquarters 9th army corps.....	12	8	4	4	.....
Former headquarters of General Gillmore to headquarters of General Foster.....	8½	.....	8½	8½	.....
Loop at Newport News.....	9	.....	9	9	.....
Newport News and Sewall's Point (cable).....	4	.....	4	.....	4
Sewall's Point and Portsmouth.....	11	.....	11	11	.....
Portsmouth and Suffolk.....	17	.....	17	17	.....
Wilmington and Middletown, Del.....	25¼	.....	25¼	25¼	.....
Port Tobacco and Maryland Point.....	28	.....	28	28	.....
Beaufort and Bachelor's creek, N. C.....	42	.....	42	42	.....
Constructed during the fiscal year 1865:					
Pitkin Station and City Point.....	8	.....	8	8	.....
Jamestown island and Fort Powhatan (cable).....	22	22	.....	.....	.....
Field line in army of the Potomac.....	20	20	.....	.....	.....
Pitkin Station and Gen. Warren's headquarters.....	10	10	.....	.....	.....
Across Appomattox river (cable).....	¼	.....	¼	.....	¼
Cedar Level and headquarters army of the Potomac.....	14	14	.....	.....	.....
Deep Bottom and New Market road.....	10	3	7	7	.....
Alexandria and Catlett's Station.....	39	39	.....	.....	.....
Manassas Junction and Piedmont.....	25	25	.....	.....	.....
Warren Station and Patrick Station.....	5	.....	5	5	.....
Headquarters army of the James and Fort Harrison.....	4	.....	4	4	.....
Harper's Ferry and Winchester.....	31	.....	31	31	.....
Winchester and Gen. Sheridan's headquarters.....	4	4	.....	.....	.....
Field wire in army of the Potomac.....	8	8	.....	.....	.....
Pitkin's Station and Petersburg, two wires.....	10	.....	10	10	.....

Statement of United States military telegraph lines, &c.—Continued.

Between what points.	In operation during the year.	Taken down during the year.	In operation July 1, '65.	Land line.	Submarine cable.
	Miles.	Miles.	Miles.	Miles.	Miles.
Jones's landing and headquarters army of the James.....	3½	.....	3½	3½	.....
Berlin, Md., and Lovettsville, Va.....	8	8	.....	.....	.....
Warren Station and headquarters 2d army corps.....	11	.....	11	11	.....
Field wire in army of the Potomac.....	10	10	.....	.....	.....
Patrick Station and Petersburg.....	6	.....	6	6	.....
Field wire in army of the Potomac.....	40	40	.....	.....	.....
Wilmington, N. C., and Fort Fisher.....	22	.....	22	22	.....
Wilmington, N. C., and Nine-mile Station.....	9	.....	9	9	.....
Bachelor's creek and Kingston, N. C.	24	.....	24	24	.....
Petersburg and Weldon.....	65	.....	65	65	.....
Richmond and Petersburg.....	22	.....	22	22	.....
Manchester and Petersburg (railroad wire) ..	22	.....	22	22	.....
Kingston and Greensboro', N. C.	180	.....	180	180	.....
Goldsboro' and Northeast Station.....	75	.....	75	75	.....
Richmond and Washington, via Fredericksburg	130	.....	130	130	.....
Richmond and Danville.....	140	.....	140	140	.....
Richmond and Burkesville	55	.....	55	55	.....
War Department and Soldiers' Home.....	5	.....	5	5	.....
Alexandria and Richmond.....	120	.....	120	120	.....
Richmond and Williamsburg	60	.....	60	60	.....
Williamsburg and Fort Magruder	1	.....	1	1	.....
Total.....	1,954½	225½	1,729½	1,700½	29

B—No. 80.

Report of Captain R. C. Clowry, assistant quartermaster, for the fiscal year ending June 30, 1865.

UNITED STATES MILITARY TELEGRAPH,
Assistant Quartermaster's Office, St. Louis, Mo., July 31, 1865.

COLONEL: I have the honor to transmit herewith my annual report for the fiscal year ending June 30, 1865, comprising—

A statement of public money received, expended, and transferred.

A statement of quartermasters' property on hand, received from officers, purchased, manufactured, captured, taken up, &c., issued and transferred, sold, died, lost, expended, &c.

A statement of clothing, camp and garrison equipage, ditto, ditto.

A statement of the number of miles of land and submarine telegraph line constructed, repaired, abandoned, &c., and a statement of the number of telegrams transmitted over said line.

Since my last annual report I have been on duty as assistant quartermaster and assistant superintendent United States military telegraph from June 30, 1864, to September 30, 1864, in charge of lines in department of Arkansas, and from October 1, 1864, to June 30, 1865, in charge of lines in departments of Missouri, Kansas, and Arkansas, as per your orders.

My monthly and annual "line and cable reports" give a detailed statement of the number of miles of line constructed, repaired, abandoned, &c.

Although the lines under my control for the last nine months of the year ending June 30, 1865, embrace a large territory, we have managed to keep them almost constantly in operation, day and night, to the full satisfaction of all officers from the division to the post commanders.

As the country became more settled and peaceable I gradually reduced my expenses, and although I have always had sufficient force for emergencies, I have rarely permitted a man to be idle a single day.

Since I have had charge of the lines in Missouri, Kansas, and Arkansas, (1,702 miles,) I have operated, constructed, and repaired them at about an average cost of \$15,000 per month, and I am weekly reducing expenses without detriment to the service.

When it is taken into consideration that these lines are all *single*—that is, one wire on one set of poles, (which require twice as many operators and repairers as double wires,) and that the country has been full of thieving, wire-cutting guerillas, while United States troops have been “few and far between,” I think that my expense account will compare favorably with any other telegraphic department in the United States.

Very respectfully, your obedient servant,

R. C. CLOWRY,

*Captain, Ass't Q. M. and Ass't Sup't U. S. Mil. Telegraph,
Missouri, Kansas, and Arkansas.*

Colonel ANSON STAGER,

Ass't Q. M., Chief U. S. Military Telegraph.

A true copy :

JOHN V. FUREY, *Captain and A. Q. M.*

Statement of public moneys received, transferred, and expended, during the fiscal year ending June 30, 1865, by Captain R. C. Clowry, Assistant Quartermaster and Assistant Superintendent United States Military Telegraphs, department of Missouri, Kansas, and Arkansas.

On hand July 1, 1864.....	\$4,984 40
Received from officers during the year.....	135,986 72
Received from sales of clothing	123 56
Received for transmission of private telegrams in department of Arkansas.....	3,809 50
Total.....	144,904 18
Expended during the year.....	\$130,929 06
Transferred to other officers during the year.....	856 22
Remaining on hand June 30, 1865.....	13,118 90
Total.....	144,904 18

The balance on hand is deposited in my safe, at Little Rock, Arkansas.

I certify that the above statement is correct.

R. C. CLOWRY,

Captain and A. Q. M., Ass't Sup't U. S. Military Telegraphs.

A true copy :

JOHN V. FUREY,

Captain and A. Q. M.

A.

Statement of quartermasters' property for the fiscal year ending June 30, 1865, by Captain R. C. Clowry, A. Q. M., and assistant superintendent United States military telegraph.

Articles.	On hand July 1, 1864.	Received from officers during the year ending June 30, 1865.	Purchased during the year ending June 30, 1865.	Manufactured during the year ending June 30, 1865.	Captured, gained, taken up, &c., during the year ending June 30, 1865.	Total.	Issued and transferred during the year ending June 30, 1865.	Sold, died, lost, expended, &c., during the year ending June 30, 1865.	Total.	On hand June 30, 1865.
Army wagons.....number..	28	9				37	37		37	13
Augers.....do.....	2	13				15	2		2	
Ambulance whips.....do.....					1	1			1	
Acid, nitric.....pounds..	305	8,365				8,670		6,070	6,070	2,600
sulphuric.....do.....		5,713				5,713		3,239	3,239	2,474
muriatic.....do.....		5				5		2	2	3
Axes.....number..		38				38	9	10	19	7
hand.....do.....		8				8		1	1	12
pick.....do.....		12				12				
Axe handles.....do.....		13				13		13	13	
Augers, hollow.....do.....		1				1				1
post.....do.....	3	8				11				11
Andirons.....do.....		2				2				2
Ammonia, spirits.....pounds..		4				4		4	4	
Bridles, riding.....number..	21	90				111	15	20	35	76
Blue vitriol.....pounds..	811	2,932	202			3,945		2,852	2,852	1,093
Battery brushes.....number..	5	69				74		26	26	48
standards.....do.....	1	25				26		2	2	24
Breast chains.....do.....					4	4	4		4	
Bearing chains.....do.....					2	2	2		2	
Blanks, quartermasters'.....do.....	4,100	31,600				35,700	700	31,950	32,650	3,050
Bridles, mule.....do.....					6	6	6		6	
Blanks, message.....do.....		279,000	1,800			280,800		197,635	197,635	83,165
message.....reams..		64				64		35	35	29

[illegible]

A.--Statement of quartermasters' property, &c.—Continued.

Articles.	On hand July 1, 1864.	Received from officers during the year ending June 30, 1865.	Purchased during the year ending June 30, 1865.	Manufactured during the year ending June 30, 1865.	Captured, gained, taken up, &c., during the year ending June 30, 1865.	Total.	Issued and transferred during the year ending June 30, 1865.	Sold, died, lost, expended, &c., during the year ending June 30, 1865.	Total.	On hand June 30, 1865.
Coupling straps..... number..	24	.....	.....	.....	.....	43	.....	.....	43	.....
Crowbars..... do.....	5	26	.....	.....	.....	31	.....	.....	2	29
Cold chisels..... do.....	4	2	.....	.....	.....	6	.....	.....	2	4
Climbers..... pairs.....	19	80	51	.....	.....	150	.....	.....	7	143
Cutting plyers..... do.....	9	69	.....	.....	.....	78	.....	.....	18	60
Copper wire..... pounds..	15	29	.....	.....	.....	59½	.....	.....	46½	13
Clamps..... number..	47	472	.....	.....	.....	519	.....	.....	66	453
Carboys..... do.....	9	133	.....	.....	.....	142	.....	.....	30	112
Coffee-mills..... do.....	1	.....	.....	.....	.....	1	.....	.....	.....	1
Castile soap..... pounds..	.....	53	.....	.....	.....	53	.....	.....	43	10
Claw hammers..... number..	.....	2	.....	.....	.....	2	.....	.....	.....	2
Chisels..... do.....	.....	5	.....	.....	.....	5	.....	.....	.....	5
Copal varnish..... gallons..	.....	.....	1	.....	.....	1	.....	.....	1	.....
Copying ink..... bottles..	.....	68	.....	.....	.....	68	.....	.....	16	52
Cells, electro portable battery. number..	.....	54	.....	.....	.....	54	.....	.....	.....	54
Caissons, portable battery..... do.....	.....	20	.....	.....	.....	20	.....	.....	.....	20
Chlorate potassa..... pounds..	.....	54	.....	.....	.....	54	.....	.....	54	.....
Catgut..... rolls.....	.....	12	.....	.....	.....	12	.....	.....	1	11
Catguts..... number..	.....	6	.....	.....	.....	6	.....	.....	.....	6
Coal scuttle..... do.....	.....	.....	1	.....	.....	1	.....	.....	.....	1
Clocks..... do.....	.....	3	2	.....	.....	5	.....	.....	.....	5
Check lines..... do.....	.....	1	.....	.....	.....	3	.....	.....	3	.....
Crabs..... do.....	.....	1	.....	.....	.....	1	.....	.....	.....	1
Cabinet rasps..... do.....	.....	2	.....	.....	.....	2	.....	.....	.....	2
Camp chests..... do.....	.....	5	.....	.....	.....	5	.....	.....	.....	5
Candle lanterns..... do.....	.....	7	.....	.....	.....	7	.....	.....	.....	7
Cooking stoves..... do.....	.....	1	1	.....	.....	2	.....	.....	.....	2

[illegible]

A.—Statement of quartermaster's property, &c.—Continued.

Articles.	On hand July 1, 1864.	Received from officers during the year ending June 30, 1865.	Purchased during the year ending June 30, 1865.	Manufactured during the year ending June 30, 1865.	Captured, gained, taken up, &c., during the year ending June 30, 1865.	Total.	Issued and transferred during the year ending June 30, 1865.	Sold, died, lost, expended, &c., during the year ending June 30, 1865.	Total.	On hand June 30, 1865.
Foolscap paper.....quires.....	.....	146	.....	.....	.....	146	.....	59	59	87
Folio post paper.....do.....	.....	9	.....	.....	.....	9	.....	8	8	1
Field relay and key combined number.....	.....	1	.....	.....	.....	1	.....	.....	.....	1
Fender.....do.....	.....	1	.....	.....	.....	1	.....	.....	.....	1
Fiat plyers.....pairs.....	.....	32	.....	.....	.....	32	.....	8	8	24
Frying pans.....number.....	.....	6	.....	.....	.....	6	.....	2	2	4
Funnel.....do.....	.....	1	.....	.....	.....	1	.....	.....	.....	1
Force-pumps.....do.....	.....	1	.....	.....	.....	1	.....	.....	.....	1
Files, small.....do.....	.....	36	.....	.....	.....	36	.....	.....	.....	1
Grove zincs.....do.....	118	2,195	.....	.....	.....	2,313	.....	1,083	1,083	36
porous cups.....do.....	57	951	.....	.....	.....	1,008	.....	96	96	1,230
tumblers.....do.....	108	827	.....	.....	.....	935	.....	76	76	912
Grindstone fixtures, flanged.....set.....	.....	1	.....	.....	.....	1	.....	.....	.....	859
Gimblets, metal head.....number.....	.....	6	.....	.....	.....	6	.....	.....	.....	1
Grove clamps, brass.....do.....	.....	.....	100	.....	.....	100	.....	.....	.....	6
Graduate.....do.....	.....	.....	1	.....	.....	1	.....	.....	.....	100
Gum aloes.....pounds.....	.....	.....	1	.....	.....	1	.....	.....	.....	1
Glue.....do.....	.....	.....	2	.....	.....	2	.....	1	1	.....
Horses.....number.....	10	57	.....	.....	.....	67	.....	23	56	.....
Halters.....do.....	47	83	.....	.....	.....	130	.....	17	37	11
Horse brushes.....do.....	34	101	.....	.....	.....	135	.....	34	35	93
sponges.....do.....	12	.....	.....	.....	.....	12	.....	10	10	100
Hames.....pairs.....	5	6	.....	.....	.....	12	.....	10	12	2
Head stalls, riveted.....number.....	20	29	.....	.....	.....	49	.....	1	1	.....
Hame strings.....do.....	24	.....	.....	.....	.....	24	.....	24	24	48
Hip strap hooks.....do.....	6	.....	.....	.....	.....	6	.....	6	6	.....
Harness rings.....do.....	24	.....	.....	.....	.....	24	.....	24	24	.....

Item	QTY	UNIT	PRICE	AMOUNT
Hay forks.....do.....	1			1
Halter chains.....do.....	16			146
Harness, single lead.....set.....	49			166
single wheel.....do.....	28			108
Hand vices.....number.....	115			140
Hinges, "T".....pair.....				2
Hatchets.....number.....	114			114
Hasp and staple.....do.....				1
Hay.....pounds.....	185,757			185,757
Hasp hinges.....number.....	6			6
Horse collars.....do.....	2			4
Halters, rope.....do.....	6			6
Halter straps.....do.....	2			2
Horse-shoe nails.....pounds.....	7			7
Hooks and eyes.....number.....	12			12
Handles, chest.....pairs.....				3
Hinges, chest.....do.....	1			1
Ink, black.....bottles.....	190			202
red.....do.....	132			134
Inkstands.....number.....	126			143
Iron safes.....do.....	1			2
Iron spools, complete.....do.....	6			26
Insulators.....do.....	3,275			23,182
Iron wire.....pounds.....	40,000			234,538
No. 14.....do.....	508			508
Instrument tables.....number.....	61			75
Iron kettles.....do.....	1			1
Iron squares.....do.....	1			1
Iron.....pounds.....	40			40
Iron pump-handle.....number.....				1
Jars, grove battery.....do.....	200			200
Jack screws.....do.....	1			2
Jockey sticks.....do.....	2			6
Keys, telegraph.....do.....	97			112
register.....do.....	6			6
Knives.....do.....	6			6
Forks.....do.....	6			6
Keys, door.....do.....				6
Letter paper.....quires.....	135			367
Letter books.....number.....	1			11
Lead pencils.....do.....				3,500

A.—Statement of quartermaster's property, &c.—Continued.

Articles.	On hand July 1, 1864.	Received from officers during the year ending June 30, 1865.	Purchased during the year ending June 30, 1865.	Manufactured during the year ending June 30, 1865.	Captured, gained, taken up, &c., during the year ending June 30, 1865.	Total.	Issued and transferred during the year ending June 30, 1865.	Sold, died, lost, expended, &c., during the year ending June 30, 1865.	Total.	On hand June 30, 1865.
Letter clips.....number..	21	128				149		17	17	132
Letter presses.....do.....	2	6				8				8
Lamps.....do.....	23	86	20			129		24	24	105
Lamp chimneys.....do.....	20	375	288			683		261	261	402
wicks.....do.....	45	216	192			453		213	213	240
Lead bars.....do.....	14				2	16	16		16	
lines.....do.....	3	2			4	9	8	1	9	
Ladders.....do.....	6	24		4		34		2	2	32
Local zincs.....do.....	15	695				710		482	482	228
porous cups.....do.....	38	540				878		147	147	431
jars.....do.....	36	295				331		27	27	304
coppers.....do.....	31	312				343		76	76	267
baskets and cells.....do.....		238				238		47	47	191
Lanterns.....do.....	5	13	2			20		6	6	14
Letter headings.....do.....		3,500				3,500		1,400	1,400	2,100
Lumber.....feet.....		15,770	22,548			38,318		30,244	30,244	8,074
Log chains.....number.....		6				6				6
Long-handle shovels.....do.....		48				48		18	18	30
spades.....do.....		11				11				11
Lance poles.....do.....		1,500				1,500				1,500
Locks, wardrobe.....do.....			1			1		1	1	
Letter-press stands.....do.....										
Lime.....barrels.....		1				1		3	3	
Lime.....bushels.....		3	1			5		5	5	
Lead, sounding.....number.....		1				1		1	1	
Lead line.....pounds.....		4				4		4	4	
Ladle.....number.....		1				1		1	1	
Linseed oil.....pounds.....			2			2		2	2	

[illegible]

34 W

A.—Statement of quartermasters' property, &c.—Continued.

Articles.	On hand July 1, 1864.	Received from officers during the year ending June 30, 1865.	Purchased during the year ending June 30, 1865.	Manufactured during the year ending June 30, 1865.	Captured, gained, taken up &c., during the year ending June 30, 1865.	Total.	Issued and transferred during the year ending June 30, 1865.	Sold, died, lost, expended, &c., during the year ending June 30, 1865.	Total.	On hand June 30, 1865.
Paper files.....number..	17	74				91		14	14	77
Pack-saddles.....do.....	20	6				26				26
Packing boxes.....do.....	26	216		268		510		273	273	237
Penholders.....do.....	34	1,224				1,258		281	281	977
Picket pins.....do.....	20					20		5	5	15
Pliers.....pairs.....	20	129				149	3	27	30	119
Pulleys and rope.....sets.....	25	80		7		112	1	17	18	94
Platinas.....number.....	97	885				982		37	37	945
Paper cutters.....do.....	8					8		1	1	7
Paper cases.....do.....		4				4				4
Pike poles.....do.....		6				6		1	1	5
Pulley blocks.....set.....		7				7		7	7	
Pod bits, assorted.....number.....		6				6				6
Planes.....do.....		7				7				7
Ploughs and bits.....do.....		1				1				1
Padlocks.....do.....		2				2	2		2	
Padlock and keys.....do.....			3			3		3	3	
Paper chests.....do.....		1				1				1
Poles, telegraph.....do.....		22	16			38		38	38	
Patent blocks.....pairs.....		1				1				1
Pulley blocks.....number.....			74			74		50	50	24
Pulley blocks, 10-inch.....pairs.....			2			2				2
Pokers.....number.....		2				2				2
Paper-fastenings.....box.....			1			1		1	1	
Rulers.....number.....	12	25				37		4	4	33
Register paper.....rolls.....	4	321				325		159	159	166
Relays.....number.....	15	109				124		6	6	118

Registers.....	number..	8	46	.....	.....	.....	.....	54	.....	.....	1	.....	.....	53
cords.....	do.....	3	.....	.....	.....	.....	.....	3	.....	.....	3	.....	.....	.....
weights.....	do.....	2	56	.....	.....	.....	.....	58	.....	.....	1	.....	.....	57
Rope.....	pounds..	60	340	.....	22	.....	.....	422	.....	.....	367	.....	.....	55
Rubber.....	pieces..	.....	9	.....	.....	.....	.....	9	.....	.....	9	.....	.....	.....
Relays, self-adjusting.....	number..	.....	1	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
and keys combined.....	do.....	.....	7	.....	.....	.....	.....	7	.....	.....	.....	.....	.....	7
Repeaters, Hicks's.....	set.....	.....	2	.....	.....	.....	.....	2	.....	.....	.....	.....	.....	2
Reels, tin.....	number..	.....	.....	.....	2	.....	.....	2	.....	.....	2	.....	.....	.....
Rubber insulators.....	do.....	.....	900	.....	.....	.....	.....	900	.....	.....	152	.....	.....	748
Roller, shackle.....	do.....	.....	1	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Roaching shears.....	do.....	.....	1	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Register pulleys.....	do.....	.....	6	.....	.....	.....	.....	6	.....	.....	.....	.....	.....	6
Red precipitate.....	pounds..	.....	.....	.....	1	.....	.....	1	.....	.....	1	.....	.....	.....
Sealingwax.....	ounces..	1	426	.....	.....	.....	.....	427	.....	.....	231	.....	.....	196
Steel pens.....	number..	813	5,894	.....	.....	.....	.....	6,707	.....	.....	4,128	.....	.....	2,579
Stools.....	do.....	2	3	.....	.....	.....	.....	5	.....	3	.....	.....	.....	2
Saddles, riding.....	do.....	9	83	.....	.....	.....	.....	92	.....	.....	26	.....	.....	66
Saddles, wagon.....	do.....	11	2	.....	.....	.....	.....	31	.....	.....	31	.....	.....	.....
Saddle blankets.....	do.....	24	85	.....	.....	.....	.....	109	.....	.....	41	.....	.....	68
bags.....	pairs..	11	99	.....	.....	.....	.....	110	.....	.....	24	.....	.....	86
Stretchers.....	number..	2	.....	.....	.....	.....	.....	21	.....	.....	20	.....	.....	1
Surcingle.....	do.....	3	.....	.....	.....	.....	.....	4	.....	.....	4	.....	.....	.....
Saddle girths.....	do.....	1	1	.....	.....	.....	.....	2	.....	.....	2	.....	.....	.....
Seaton needles.....	do.....	1	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Sounders.....	do.....	10	60	.....	.....	.....	.....	70	.....	.....	3	.....	.....	67
Single switches.....	do.....	5	88	.....	.....	.....	.....	93	.....	.....	6	.....	.....	87
Saws.....	do.....	3	8	.....	.....	.....	.....	11	.....	.....	.....	.....	.....	11
tenon.....	do.....	.....	1	.....	.....	.....	.....	1	.....	.....	1	.....	.....	.....
cross-cut.....	do.....	.....	1	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
compass.....	do.....	.....	1	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
panel.....	do.....	.....	.....	.....	1	.....	.....	1	.....	.....	.....	.....	.....	1
wood.....	do.....	.....	.....	.....	1	.....	.....	1	.....	.....	.....	.....	.....	1
Saw-set, lever.....	do.....	.....	1	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Steel files.....	do.....	20	174	.....	.....	.....	.....	194	.....	.....	37	.....	.....	146
Solder.....	pounds..	6	20	.....	.....	.....	.....	26	.....	.....	10	.....	.....	16
Soldering irons.....	number..	1	11	.....	.....	.....	.....	12	.....	.....	1	.....	.....	11
Saddler's tools.....	sets.....	1	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Sprinklers.....	number..	1	4	.....	.....	.....	.....	5	.....	.....	.....	.....	.....	5
Squares, wood.....	do.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Switch-boards.....	do.....	.....	2	.....	.....	.....	.....	2	.....	.....	.....	.....	.....	2

A.—Statement of quartermasters' property, &c.—Continued.

Articles.	On hand July 1, 1864.	Received from officers during the year ending June 30, 1865.	Purchased during the year ending June 30, 1865.	Manufactured during the year ending June 30, 1865.	Captured, gained, taken up, &c., during the year ending June 30, 1865.	Total.	Issued and transferred during the year ending June 30, 1865.	Sold, died, lost, expended, &c., during the year ending June 30, 1865.	Total.	On hand June 30, 1865.
Soldering furnaces.....number.....		8	.....	.....	.....	8	.....	.....	.....	8
Short-handled spades.....do.....		20	.....	.....	.....	20	.....	.....	.....	16
Stoves.....do.....		23	.....	.....	.....	23	.....	.....	.....	21
Stove-pipe.....feet.....		235	.....	.....	.....	235	.....	.....	.....	166
Stove-pipe.....pounds.....		176	.....	.....	.....	176	.....	.....	.....	162
Stove-pipe, elbows.....do.....		30	.....	.....	.....	30	.....	.....	.....	27
Scales.....sets.....		3	.....	.....	.....	3	.....	.....	.....	3
Sponge.....pounds.....		3	.....	.....	.....	3	.....	.....	.....	3
Shears.....pairs.....		2	.....	.....	.....	2	.....	.....	.....	2
Stretchers and spreaders.....sets.....		5	.....	.....	.....	5	.....	.....	.....	5
Short-handled shovels.....number.....		6	.....	.....	.....	6	.....	.....	.....	4
Screwdrivers.....do.....		15	.....	.....	.....	15	.....	.....	.....	14
Screws.....gross.....		2	15	.....	.....	17	.....	.....	.....	.....
Screws.....number.....		36	.....	.....	.....	36	.....	.....	.....	.....
Saucepans.....do.....		1	.....	.....	.....	1	.....	.....	.....	1
Stones, grind.....do.....		3	.....	.....	.....	3	.....	.....	.....	2
Salt.....pounds.....		100	.....	.....	.....	100	.....	.....	.....	.....
Salt.....barrels.....		2	.....	.....	.....	2	.....	.....	.....	1
Shovels.....number.....		3	.....	.....	.....	3	.....	.....	.....	3
Straw.....pounds.....		16,826	.....	.....	.....	16,826	.....	.....	.....	.....
Shingles.....number.....		20,000	.....	.....	.....	20,000	.....	.....	.....	.....
Strap-hinges.....pair.....		25	.....	.....	.....	25	.....	.....	.....	.....
Secretary.....number.....		1	.....	.....	.....	1	.....	.....	.....	1
Steel squares.....do.....		1	1	.....	.....	2	.....	.....	.....	2
Specie box.....do.....		1	.....	.....	.....	1	.....	.....	.....	1
Spreader chains.....do.....					6	6	.....	.....	.....	.....
Sacks, gunny.....do.....		84	.....	.....	.....	84	.....	.....	.....	84

[illegible]

A.—Statement of quartermasters' property, &c.—Continued.

Articles.	On hand July 1, 1864.	Received from officers during year ending June 30, 1865.	Purchased during the year ending June 30, 1865.	Manufactured during the year ending June 30, 1865.	Captured, gained, taken up, &c., during the year ending June 30, 1865.	Total.	Issued and transferred during the year ending June 30, 1865.	Sold, died, lost, expended, &c., during the year ending June 30, 1865.	Total.	On hand June 30, 1865.
Wheelbarrows.....number..		1	.....	2	.....	3	.....	.....	.....	3
Zinc.....pieces..		2	.....	.....	.....	2	.....	.....	.....	2
Zinc.....pounds..		6	.....	.....	.....	6	.....	.....	.....	6

R. C. CLOWRY, Captain and A. Q. M.

JOHN V. FUREY, Captain and A. Q. M.

A true copy:

B.—Statement of clothing, camp and garrison equipage, for the fiscal year ending June 30, 1865, by Captain R. C. Clowry, assistant quartermaster and assistant superintendent U. S. military telegraphs.

Articles.	On hand July 1, 1864.	Received from officers during the year ending June 30, 1865.	Purchased during the year ending June 30, 1865.	Manufactured during the year ending June 30, 1865.	Captured, gained, taken up, &c., during the year ending June 30, 1865.	Total.	Issued and transferred during the year ending June 30, 1865.	Sold, lost, expended, &c., during the year ending June 30, 1865.	Total.	On hand June 30, 1865.
Axes.....number.....	9	15				24				24
pick.....do.....	2					2				2
pick handles.....do.....	5					5				5
hand.....do.....	5					5				4
handles.....do.....	11	15				26		12	1	14
Blankets, woolen.....do.....	2	194				196	24	172	12	196
rubber.....do.....		1				1		1	1	
Blouses, lined.....do.....		11				11		11	11	
unlined.....do.....		23				23	11	12	23	
Boots, sewed.....pairs.....		45				45	18	27	45	
pegged.....do.....		107				107	1	106	107	
Canteen, cork and strap.....number.....		1				1				1
Coffee-mill.....do.....		1				1				
Camp chests.....do.....	1					2				
kettles.....do.....	14	29				43		10	10	33
Coats, great.....do.....		58				58	44	14	58	
Drawers, flannel.....pairs.....		199				199		199	199	
knit.....do.....		45				45	4	41	45	
Frying-pans.....number.....		3				3	3		3	
Forks.....do.....		6				6	6		6	
Flags, storm.....do.....		1				1				1
Hats, uniform, untrimmed.....do.....		11				11		11	11	
Hatchet handles.....do.....	21	1				22				22
Jackets, knit.....do.....		27				27	10	17	27	
artillery.....do.....		2				2		2	2	
Knives.....do.....		6				6	6		6	
Mess pans.....do.....	12	33				45		10	10	35

B.—Statement of clothing, camp and garrison equipage, &c.—Continued.

Articles.	On hand July 1, 1864.	Received from officers during the year ending June 30, 1865.	Purchased during the year ending June 30, 1865.	Manufactured during the year ending June 30, 1865.	Captured, gained, taken up, &c., during the year ending June 30, 1865.	Total.	Issued and transferred during the year ending June 30, 1865.	Sold, lost, expended, &c., during the year ending June 30, 1865.	Total.	On hand June 30, 1865.
Poncho's rubber..... number.....	.....	9	.....	.....	.....	9	.....	8	8	1
Shirts, knit..... do.....	.....	93	.....	.....	.....	93	.....	90	93	.....
flannel..... do.....	.....	121	.....	.....	.....	121	.....	101	121	.....
hickory..... do.....	1	11	.....	.....	.....	12	.....	12	12	.....
Shoes or booties, sewed..... pairs.....	.....	14	.....	.....	.....	14	.....	1	14	.....
pegged..... do.....	.....	18	.....	.....	.....	18	.....	10	18	.....
Stockings..... do.....	.....	288	.....	.....	.....	288	.....	288	288	.....
Tents, wall..... number.....	13	11	.....	.....	.....	24	.....	13	14	10
Sibley..... do.....	.....	1	.....	.....	.....	1	.....	.....	.....	1
common..... do.....	15	4	.....	.....	.....	19	.....	12	12	7
shelter..... do.....	.....	1	.....	.....	.....	1	.....	.....	.....	1
Hatchets..... do.....	27	.....	.....	.....	.....	27	.....	.....	.....	27
Tent flies, wall..... do.....	13	14	.....	.....	.....	27	.....	12	13	14
poles..... do.....	13	11	.....	.....	.....	24	.....	13	14	10
poles, Sibley..... do.....	.....	1	.....	.....	.....	1	.....	.....	.....	1
pins, wall..... do.....	176	20	.....	.....	.....	196	.....	.....	16	180
poles, common..... do.....	15	4	.....	.....	.....	19	.....	12	12	7
pins, assorted..... do.....	322	258	.....	.....	.....	580	.....	28	28	552
Tin plates..... do.....	15	.....	.....	.....	.....	15	.....	.....	15	.....
Trowsers, infantry..... pairs.....	.....	46	.....	.....	.....	46	.....	45	46	.....
cavalry..... do.....	.....	94	.....	.....	.....	94	.....	90	94	.....
Tent poles, shelter..... number.....	.....	2	.....	.....	.....	2	.....	.....	.....	2
Spades..... do.....	11	.....	.....	.....	.....	11	.....	.....	.....	11
Shovels..... do.....	18	.....	.....	.....	.....	18	.....	.....	.....	18
Stoves, Sibley tent..... do.....	.....	2	.....	.....	.....	2	.....	.....	.....	2
Stovepipe..... joints.....	.....	10	.....	.....	.....	10	.....	.....	.....	10

R. C. CLOWRY, Captain and Assistant Quartermaster.
JOHN V. FUREY, Captain and Assistant Quartermaster.

A true copy:

Statement of the number of miles of land and submarine telegraph line constructed in the departments of Missouri, Kansas, and Arkansas, during the fiscal year ending June 30, 1865, by Captain R. C. Clowry, acting quartermaster and assistant superintendent United States military telegraphs.

Number of miles of line in operation July 1, 1864.....	211
Total number of miles of line received during the year.....	1,320
Total number of miles of line constructed and repaired during the year.....	290
Total.....	1,821
Deduct lines abandoned during the year.....	119
	<u>1,702</u>

Lines in operation June 30, 1865:

	Miles.
From St. Louis, Missouri, to Fort Smith, Arkansas.....	403
From St. Louis, Missouri, to New Madrid, Missouri.....	207
From Bloomfield, Missouri, to Cape Girardeau, Missouri.....	45
From Pilot Knob, Missouri, to Patterson, Missouri.....	28
From St. Louis, Missouri, to Macon, Missouri.....	168
From Jefferson City, Missouri, to Syracuse, Missouri.....	43
From Allen <i>via</i> Boonville and Weston, to St. Joseph, Missouri.....	296
From Fort Leavenworth, Kansas, to Fort Scott, Kansas.....	120
From St. Louis, Missouri, to City Lines, Missouri.....	10
From Little Rock, Arkansas, to mouth of White river, Arkansas.....	152
From Little Rock, Arkansas, to Pine Bluff, Arkansas.....	45
From Little Rock, Arkansas, to Fort Smith, Arkansas.....	185
Total.....	<u>1,702</u>

Total number of miles of cable on hand June 30, 1864.....	
Total number of miles of cable received during the year ending June 30, 1865.....	1
Total number of miles of cable laid and recovered during the year ending June 30, 1865.....	
Total.....	2 $\frac{1}{2}$
Total number of miles of cable lost during the year ending June 30, 1864, to be deducted.....	$\frac{1}{2}$
Total number of miles of cable in operation June 30, 1865.....	<u>1$\frac{1}{2}$</u>

Cables in operation June 30, 1865:

	Miles.
From Ferry Landing, Missouri, to St. Charles, Missouri.....	1
From Boonville, Missouri, to opposite shore Missouri river.....	$\frac{1}{4}$
Total.....	<u>1$\frac{1}{4}$</u>

R. C. CLOWRY,
Captain and A. Q. M.

A true copy:

JOHN V. FUREY,
Captain and A. Q. M.

No. 81.

Second annual report of Captain W. G. Fuller, assistant quartermaster of volunteers.

NEW ORLEANS, LA., July 25, 1865.

The close of the fiscal year ending June 30, 1864, found me in charge of military telegraph lines in the department of the Tennessee, with headquarters at Memphis, Tennessee.

July 20, 1864, I received orders from Colonel Anson Stager, chief of military telegraphs, to proceed to New Orleans, Louisiana, and relieve Captain C. S. Bulkley, assistant quartermaster and assistant superintendent of military telegraphs in the military division of west Mississippi. After transferring the portions of lines under my charge lying in the district of Cairo to Captain S. Bruch, of Louisville, Kentucky, and three days at home on leave, I proceeded to New Orleans, and received the transfer from Captain Bulkley on the 1st day of August, 1864. During the month of August, 1864, by order of Major General Washburn, a line of telegraph was constructed from Grand Junction, Tennessee, to Abbeville, Mississippi, forty-five miles; about half of the poles of an old line were used, and all new wire.

September 5, received an order from Major General Canby to lay a submarine cable between Forts Morgan and Gaines, Mobile bay. September 8, left New Orleans in person with the cable. September 11, succeeded in laying the cable between Forts Morgan and Gaines, using 23,530 feet of No. 9 iron wire cable, galvanized armor. During the month of September General Washburn's forces fell back from Abbeville, Mississippi, towards Memphis, abandoning the lines from Abbeville to Grand Junction; and from Saulsbury, Tennessee, to White Station, Tennessee, 97 miles of wire was lost, it being operated until the last moment, and Forrest's forces advancing as fast as General Washburn's fell back.

In October, 1864, constructed a line from Fort Morgan, Alabama, to Pilot Town, Alabama, four miles. The submarine cable across Pass Chef Mentour, at Fort Macomb, Louisiana, failed and could not be resuscitated. A new cable 800 feet long was laid.

In November, 1864, constructed a line from headquarters, Memphis, Tennessee, to outpost stations, five miles; repaired the New Orleans and Fort Pike line, putting up a large number of new poles, and abandoned the line from White Station to Memphis, Tennessee; also received orders from Major General Canby to survey a route for a telegraph line from New Orleans to Ship island and thence to Forts Gaines and Morgan, Mobile bay; made the survey in person on tug Blossom.

December 6, 1864, made report to General Canby that the route for a line from New Orleans to Ship Island and Fort Morgan could be made available for temporary purposes, but was too difficult a route for a permanent line; that it would require eleven submarine crossings between New Orleans and Ship island, over twenty-three miles in length in all.

December 9, received orders from General Canby to proceed with the construction of the line from New Orleans to Ship island. Constructed a loop in Baton Rouge line to Plaquemine, Louisiana, ten miles long, and laid 150 feet of cable across Tallafairo canal, on Balize line.

December 15, received twenty miles of "Red sea" submarine cable, but was unable to pass a current through it; after testing it in about a dozen places the imperfect spot was discovered. No sign of imperfection could be seen in the armor wires, but the conductor was parted at least two inches, and the gutta-

percha covering whittled. But very little progress was made upon the Ship island line during December for want of water transportation.

In January, 1865, reconstructed the line from Memphis, Tennessee, to Collier-ville, Tennessee, twenty-four miles, and abandoned it again after a few days, operations, by order of General Washburn.

January 7, the cable between Forts Morgan and Gaines was broken by a bark dragging her anchors over it in a gale.

January 18, repaired the cable in person. Constructed line from Fort Macomb to Cat island, forty-five miles. This line was built across marshes which overflow at high tide, and poles had to be rafted along the shore, water being too shallow for steamers. A very difficult line to construct.

In February, 1865, transferred the Memphis, Tennessee, and outpost lines to Captain S. Bruch, assistant quartermaster, Louisville, Kentucky; completed the land portion of line from Ship island, across Horn island, Petit Bois island, Hurricane island, and Dauphine island, to Fort Gaines, forty-five miles, and laid the following submarine cables: Across Lake Borgne, nine miles in length; across bayous Catharine, Biloxi, Little Cable, Dixon, False bay, Nine-mile bayou, Boudreaux, Three-mile bayou, Lagoon, Jones, Grand Pass, Blind bay, Johnson's, Dead Man's bayou, and the pass between Isle bu Pied and Cat island, four and a half miles in length, and between Cat and Ship islands, six and a half miles; total 23 miles 1,540 feet. The cable used was "Red sea" cable for the long crossings, and cable prepared from old core at New Orleans, armored with worthless wire taken down from abandoned lines.

In March, 1865, extended line from Navy cove, Mobile bay, to Fish river, thirty-five miles, which was soon after abandoned and a field line constructed between each headquarters, surrounding Spanish fort and Fort Blakely, fifteen miles. These lines were run with the pack-mule train, and did valuable service. Constructed a line from New Orleans to Hickox landing, eight miles, and laid submarine cables from Ship island to Horn island, twelve miles, and from Horn island to Petit Bois island, four miles. This exhausted all the submarine cable on hand that could be made available. The laying of these cables was very much delayed by hard and continuous southeasterly gales, and the "Red sea" cable proved too frail for the strong currents and quicksands of these island passes. In "dead" water, across Lake Borgne, it worked perfectly, and when first laid across the island passes it worked clear and fine, but the "three-day storms," such as frequent this coast, destroyed the cable ends with each recurrence, in spite of all the wrappings and preventives that could be placed upon them with the means at hand. I risked the lives of myself and men several times in the surf, in endeavoring to keep the cables in working order, and make them perform the designed mission. I have the consciousness that everything was done that promised success, to accomplish the work of keeping New Orleans and the army advancing up Mobile bay in telegraphic communication, but the frail nature of the armor wires covering the "Red sea" cable, and the action of the currents and quicksands in the island passes, could not be overcome, nor could the constant and severe southeasterly gales, which prevailed to a very unusual extent during this season, be avoided. To these causes alone can the slow progress of the work and final failure of the scheme be attributed.

The cable across the Mississippi river, at New Orleans, was destroyed this month by the sloop-of-war Portsmouth dragging her anchors across it.

In April, 1865, constructed a line from Mobile, Alabama, to Spring Hill, eight miles, and repaired the line from Mobile to Spanish fort, and from Mobile to Citronelle, and took down the lines from Navy cove to Fish river, and surrounding Forts Spanish and Blakely. Laid a new cable across the Mississippi

river at New Orleans, which was a second time destroyed by the sloop-of-war Portsmouth dragging her anchors.

In May, 1865, constructed lines from Mobile, Alabama, to Fort Pike, Louisiana, 130 miles, all new line, and from Baton Rouge to Clinton, Louisiana, forty-three miles, all new line, and repaired lines throughout Mississippi and Alabama, using about 150 miles of new wire upon them; also took up lines from Mobile to Spanish fort, and from Fort Macomb, Louisiana, to Fort Gaines, Alabama. Much of the line from Baton Rouge, Louisiana, to the mouth of Red river, upon the west bank of the Mississippi, was washed away by extensive crevasses. Much of the wire was saved and coiled up for future use. During the month eleven cables were laid upon the line between Fort Pike and Mobile, upwards of thirteen miles in length, and most of the cable between Fort Macomb and Mobile bay was taken up and saved.

In June, 1865, seven hundred and twenty-five miles of line in Texas were repaired and put in operation, mostly by their former managers, under the direction of my agents sent to Galveston, Houston, and Shreveport. The necessary material was ordered, and the work commenced upon a line extending from Shreveport, Louisiana, to Vicksburg, Mississippi, and also upon a line extending from Houston, Texas, *via* Hempstead, Brenham, La Grange, Bastrop, Austin, San Marco, New Brunfels, to San Antonio. Upon the completion of these lines, which are being pushed forward rapidly, nearly all the important sections of Texas will be in direct communication with the other States of the Union. I give a general summary of the work performed during this fiscal year, as follows:

Lines in operation July 1, 1864:

From Cairo, Illinois, to Paducah, Kentucky	60 miles.
From Memphis, Tennessee, to outposts and Saulsbury	62 "
From Cairo, Illinois, to Moscow, Kentucky	42 "
Total	<u>164 miles.</u>

Cables in operation July 1, 1864:

From Cairo, Illinois, to Kentucky shore	3,500 feet.
From Paducah, Kentucky, to Illinois shore	3,300 "
Total	<u>6,800 feet.</u>

Number of men employed July 1, 1864:

Operators	34
Foreman	1
Laborers	19
Clerks	1
Repairers	16
Total	<u>71</u>

Lines constructed during the year:

From Grand Junction, Tennessee, to Abbeville, Mississippi	45 miles.
From Fort Morgan, Alabama, to Pilot Town, Alabama	4 "
From Memphis, Tennessee, to outposts	5 "
Loop from Morganzia line to Plaquemine, Louisiana	10 "
From Fort Macomb, Louisiana, to Cat island	45 "
From Ship island to Fort Gaines	45 "
From Navy cove, Alabama, to Fish river	35 "
From Stark's landing, Alabama, to Fort Blakely	15 "
From New Orleans, Louisiana, to Hickok's landing	8 "
From Mobile, Alabama, to Spring Hill, Alabama	8 "
From Mobile, Alabama, to Fort Pike, Louisiana	130 "
From Baton Rouge, Louisiana, to Clinton, Louisiana	43 "
Total	<u>393 miles.</u>

Lines reconstructed and repaired during the year :

From Memphis, Tennessee, to Colliersville, Tennessee.....	24 miles
From Mobile, Alabama, to Spanish Fort, Alabama.....	18 "
From Mobile, Alabama, to Citronelle, Alabama.....	35 "
From Citronelle, Alabama, to Corinth, Mississippi.....	293 "
From Meridian, Mississippi, to Vicksburg, Mississippi.....	140 "
From Pass Manchac, Louisiana, to Grand Junction.....	356 "
From Grenada, Mississippi, to Senatobia, Mississippi.....	80 "
From Osyka, Mississippi, to Woodville, Mississippi.....	70 "
From Mobile, Alabama, to Montgomery, Alabama.....	162 "
From Montgomery, Alabama, to West Point, Georgia.....	88 "
From Opelika, Alabama, to Columbus, Georgia.....	30 "
From West Point, Georgia, to Atlanta, Georgia.....	87 "
From Meridian, Mississippi, to Montgomery, Alabama.....	136 "
From Selma, Alabama, to Taledaga, Alabama.....	75 "
From Camden, Arkansas, to Shreveport, Louisiana.....	110 "
From Shreveport, Louisiana, to Houston, Texas.....	335 "
From Galveston, Texas, to Houston, Texas.....	80 "
From Houston, Texas, to Orange, Texas.....	200 "
Total.....	<u>2,319 miles.</u>

Lines abandoned and taken down during the year :

From Grand Junction, Mississippi, to Abbeville, Mississippi.....	45 miles.
From Saulsbury, Tennessee, to White's Station, Tennessee.....	52 "
From Memphis, Tennessee, to White's Station, Tennessee.....	5 "
From Memphis, Tennessee, to Collierville, Tennessee.....	24 "
From Navy cove, Alabama, to Fish river, Alabama.....	35 "
From Stark's landing, Alabama, to Fort Blakely, Alabama.....	15 "
From Mobile, Alabama, to Spanish fort, Alabama.....	18 "
From Baton Rouge, Louisiana, to the mouth of Red river.....	77 "
From Fort Morgan, Alabama, to Pilot Town, Alabama.....	4 "
From Mobile, Alabama, to Spring Hill, Alabama.....	8 "
From Fort Macomb, Louisiana, to Fort Gaines, Alabama.....	90 "
From Baton Rouge, Louisiana, to Port Hudson, Louisiana, on the west bank of the river.....	25 "
Total.....	<u>398 miles.</u>

Lines transferred to other officers during the year :

From Cairo, Illinois, to Paducah, Kentucky.....	60 miles.
From Cairo, Illinois, to Moscow, Kentucky.....	42 "
From Memphis, Tennessee, to outposts.....	10 "
Total.....	<u>112 miles.</u>

Cables laid and recovered during the year :

Two cables across Southwest Pass of Mississippi river.....	4,500 feet.
From Fort Morgan, Alabama, to Fort Gaines, Alabama.....	23,530 "
Across Chef Mentau Pass at Fort Macomb, Louisiana.....	1,200 "
Across Tellafairo canal, Louisiana.....	150 "
From Fort Macomb, Louisiana, to Ship island.....	23 miles, 1,540 "
From Ship island to Horn island.....	12 "
From Horn island to Petit Bois island.....	4 "
From New Orleans, Louisiana, to Algiers, Louisiana.....	1 "
From Fort Pike to Mobile, Alabama.....	13 " 560 "
Total.....	<u>58 miles, 5,080 feet.</u>

Cables lost and destroyed during the year :

Two cables across Southwest Pass of Mississippi river.....	4,401 feet.
Across Chef Mentau Pass at Fort Macomb, Louisiana.....	800 "
From New Orleans, Louisiana, to Algiers, Louisiana.....	1 mile.
From New Orleans, Louisiana, to Algiers, Louisiana.....	1 "
Between Fort Macomb, Louisiana, and Petit Bois island.....	5 " 640 "
Total.....	<u>8 miles, 561 feet.</u>

Cables transferred during the year:

From Cairo, Illinois, to Kentucky shore.....	3,500 feet
From Paducah, Kentucky, to Illinois shore.....	3,300 "
Total.....	1 mile, 1,520 feet.

Cables taken up during the year:

From Fort Macomb, Louisiana, to Petit Bois island.....	34 miles, 900 feet.
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RECAPITULATION.

Lines in operation July 1, 1864.....	164 miles.
Lines constructed during the year	393 "
Lines repaired during the year	2,319 "
Lines received from officers	615 "
	3,491 "
Lines abandoned and taken down during the year	398 miles.
Lines transferred during the year	112 "
	510 "
Lines in operation June 30, 1865	2,981 miles.
Cables in operation July 1, 1864	1 mile, 1,520 feet.
Cables laid and recovered during the year	58 " 5,080 "
Cables received from officers	6 " 4,438 "
	67 " 478 "
Cables lost and destroyed	8 miles, 561 feet.
Cables taken up	34 " 900 "
Cables transferred	1 " 1,520 "
	43 " 2,981 "
Cables in operation June 30, 1865	23 miles, 2,777 feet.

Monthly average of men employed during the year:

Operators	59
Clerks	4
Teamsters	6
Laborers	67
Boatmen	4
Messengers	5
Foremen	5
Repairers	19
Artisans	5
Total.....	174

I have the honor to be, most respectfully, your obedient servant,

W. G. FULLER,

*Captain and Assistant Quartermaster Volunteers,
Assistant Superintendent U. S. Military Telegraphs.*

A true copy:

JOHN V. FUREY,
Captain and Assistant Quartermaster.

Statement of public moneys on hand, received, and disbursed during the fiscal year ending June 30, 1865, by Captain W. G. Fuller, assistant quartermaster.

Amount on hand July 1, 1864.....	\$2,139 63
Amount received from officers during the year	97,356 71
Total amount on hand and received during the year	\$99,496 34
Amount expended during the year	99,450 09
Total amount expended and transferred during the year	99,450 09
Balance remaining on hand June 30, 1865	46 25

I certify that the above is a true and correct statement, and that the balance on hand is deposited in my office.

W. G. FULLER,
Captain and Assistant Quartermaster Volunteers.

A true copy:

JOHN V. FUREY,
Captain and Assistant Quartermaster.

Statement of quartermasters' property for the fiscal year ending June 30, 1865.

Articles.	On hand July 1, 1864.	Received from officers during the year ending June 30, 1865.	Purchased during the year ending June 30, 1865.	Manufactured during the year ending June 30, 1865.	Captured, gained, and taken up during the year ending June 30, 1865.	Total.	Issued and transferred during the year ending June 30, 1865.	Sold, died, lost, expended, &c., during the year ending June 30, 1865.	Total.	On hand June 30, 1865.
Acid, nitric.....	746	2,507	.....	.....	.....	3,253	450	1,413	1,863	1,390
Acid, sulphuric.....	816	2,375	.....	.....	100	3,291	1,112	1,741	2,853	438
Acid, muriatic.....	13	.....	.....	.....	.....	13	6	7	13	.....
Augers.....	11	4	.....	.....	.....	15	7	.....	7	8
Acid jugs.....	1	.....	.....	.....	.....	1	1	.....	1	.....
Axes and handles.....	24	20	.....	.....	.....	44	26	4	30	14
Aloes.....pounds	.....	1	.....	.....	.....	1	.....	1	1	.....
Armors.....	.....	2	.....	.....	.....	2	.....	.....	.....	2
Ambulances.....	.....	1	.....	.....	.....	1	1	.....	1	.....
Axe handles.....	.....	20	.....	.....	.....	20	.....	20	20	.....
Anvils.....	.....	2	.....	.....	.....	2	.....	.....	.....	2
Alcohol.....gallons	.....	3	.....	.....	.....	3	.....	3	3	.....
Anchors.....	.....	1	.....	.....	.....	1	.....	.....	.....	1
Bridles.....	4	28	.....	.....	.....	32	5	.....	5	27
Buckets.....	14	41	.....	.....	.....	55	16	.....	16	39
Battery brushes.....	17	66	.....	.....	.....	83	20	36	56	27
Battery clamps.....	108	110	.....	.....	.....	218	153	.....	153	65
Battery stands.....	1	.....	.....	.....	.....	1	1	.....	1	.....
Battery tumblers.....	477	460	.....	.....	.....	937	300	.....	300	637
Blue vitriol.....	823	1,437	.....	.....	.....	2,260	560	1,700	2,260	.....
Boring braces.....	1	.....	.....	.....	.....	1	.....	.....	.....	1
Brace bits.....	22	6	.....	.....	.....	28	.....	.....	.....	28
Bolts.....	.....	156	.....	.....	.....	156	.....	144	144	12
Benzine.....gallons	.....	4	.....	.....	.....	4	.....	4	4	.....
Bridle leather, sides.....	.....	6	.....	.....	.....	6	.....	6	6	.....
Buckles.....	.....	630	.....	.....	.....	630	.....	558	558	72

Bench vices.....		2				2							2
Blank books, 4-quire.....		7				7							7
Blank books, 3-quire.....		39				39							39
Blacksmiths' tongs.....		2				2							2
Bench-screws.....		1				1							1
Beeswax..... pounds.		1½				1½							1½
Battery electrapin cups.....		450				450							450
Battery dishes.....		10				10							10
Battery poles.....		6				6							6
Battery, local..... cups of.		6				6							6
Battery boxes.....		5				5							5
Battery, local, portable cups.....		30				30							30
Battery, portable sections.....		10				10							10
Battery, caisson, portable.....		10				10							10
Brooms.....		116				116							116
Beardslie's telegraph machine.....		6				6							6
Binding screws.....		20				20							20
Bedsteads.....		4				4							4
Bureaus.....		2				2							2
Barges.....		2				2							2
Bichromate of potash.....		262				262							262
Brands, U. S.....		1				1							1
Brad awls and handles.....		9				9							9
Brads..... papers.		5				5							5
Brass wire..... pounds.		41				41							41
Butt hinges.....		36				36							36
Brass castings..... pounds.		8				8							8
Bone rubber..... sheets.		5				5							5
Blotting-paper..... do.		264				264							264
Bellows.....		1				1							1
Brass butts.....		7				7							7
Borax..... pounds.		6				6							6
Brads..... do.		100				100							100
Blank books, 6-quire.....		3				3							3
Black paint..... pounds.		25				25							25
Black lead..... do.		2				2							2
Copying presses.....		1				1							1
Clocks.....		1				1							1
Combination instruments.....		21				21							21
Copper wire..... spools.		16				16							16
Climbers..... pairs.		31				31							31

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Statement of quartermaster's stores, &c.—Continued.

Articles.	On hand July 1, 1864.	Received from officers during the year ending June 30, 1865.	Purchased during the year ending June 30, 1865.	Manufactured during the year ending June 30, 1865.	Captured, gained, and taken up during the year ending June 30, 1865.	Total.	Issued and transferred during the year ending June 30, 1865.	Sold, died, lost, expended, &c., during the year ending June 30, 1865.	Total.	On hand June 30, 1865.
Cordage trucks	1	1	1	1	1	1	1	1	1	1
Crowbars	17	8	1	1	1	25	18	1	18	7
Cutting plyers	2	1	1	1	1	2	2	1	2	1
Cordage spikes	412	1	1	1	1	412	412	1	412	1
Candles	326	50	2,472	1	1	2,848	263	1,931	2,194	654
Carboys	44	30	1	1	1	74	29	8	37	37
Corn	1	55,329	1	1	1	55,329	1	55,080	55,080	249
Coal, bituminous	1	75	1	1	1	75	1	75	75	1
Cipher-books	1	55	1	1	1	55	1	27	27	28
Copying-books	1	1	1	1	1	1	1	1	1	1
Candlesticks	1	6	1	1	1	6	1	1	1	6
Chairs	6	18	1	1	1	24	15	1	15	9
Collars	1	4	1	1	1	4	1	1	1	4
Curry-combs	1	32	1	1	1	32	1	1	1	31
Carbons	1	179	1	1	1	179	1	49	49	130
Cable, iron wire	1	179,520	1	1	1	359,940	1	258,720	258,720	101,220
Cable, submarine reels	1	2	1	1	1	2	1	1	1	1
Cable-laying machines	1	1	1	1	1	1	1	1	1	1
Cable registers	1	1	1	1	1	1	1	1	1	1
Castile soap	1	18	1	1	1	18	1	13	13	5
Chisels	1	1	1	1	1	1	1	1	1	1
Calipers	1	1	1	1	1	1	1	1	1	1
Cast-steel	1	65	1	1	1	65	1	65	65	1
Cartridge pouches	1	28	1	1	1	28	1	1	1	28
Cap pouches	1	24	1	1	1	24	1	1	1	24
Chains	1	811	1	1	1	811	1	1	1	811

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Statement of quartermasters' stores, &c.—Continued.

Articles.	On hand July 1, 1864.	Received from officers during the year ending June 30, 1865.	Purchased during the year ending June 30, 1865.	Manufactured during the year ending June 30, 1865.	Captured, gained, and taken up during the year ending June 30, 1865.	Total.	Issued and transferred during the year ending June 30, 1865.	Sold, died, lost, expended, &c., during the year ending June 30, 1865.	Total.	On hand June 30, 1865.
Gutta-percha.....pounds..	5	54				104		54	104	1
Glue pots.....pounds..		1				1				
Ginger.....pounds..		2				2		2	2	
Glass.....boxes..		3				3		3	3	
Glue.....pounds..		6				6		6	6	
Gimlets.....		6				6				6
Grain sacks.....		800				800	460	133	593	207
Gouges.....		2				2				2
Grindstones.....		1				1				1
Grindstone fixtures.....		1				1				1
Halters.....	4	31				35	13		13	22
Halter chains and straps.....	6	16				22				22
Harness, lead.....sets..	7	28				35	6		6	29
do.....do.....	8	30				38	8		8	30
Horses.....	7	29				36	20	2	22	14
Hack repeaters.....	1					1				1
Hand axes.....	8					8	8		8	
Hatchets.....	53	77				130	48	9	57	73
Hand saws.....	8	2				10	8		8	2
vices.....	31	60				91	33	1	34	57
Hay.....pounds..		96,941				96,941		96,941	96,941	
Horse brushes.....		26				26	1		1	25
rasps.....		6				6	4		4	2
Heading tools.....		7				7				7
Hammers.....		5				5	2		2	3
Handbarrows.....		2				2				2
Harness leather.....pounds..	101	101				101		101	101	

[illegible]

Statement of quartermasters' stores, &c.—Continued.

Articles.	On hand July 1, 1864.	Received from officers during the year ending June 30, 1865.	Purchased during the year ending June 30, 1865.	Manufactured during the year ending June 30, 1865.	Captured, gained, and taken up, during the year ending June 30, 1865.	Total.	Issued and transferred during the year ending June 30, 1865.	Sold, died, lost, expended, &c., during the year ending June 30, 1865.	Total.	On hand June 30, 1865.
Lamps.....	21	.....	.....	.....	.....	21	.....	.....	21	.....
Lanterns.....	7	4	.....	.....	.....	11	8	.....	8	3
Local coppers.....	63	24	.....	.....	5	92	37	55	92	.....
Lance poles, 15 feet long.....	615	1, 100	.....	.....	.....	1, 715	690	.....	690	1, 025
Lances, upper joint.....	76	.....	.....	.....	.....	76	76	.....	76	.....
Ladders.....	11	2	.....	.....	.....	13	11	.....	11	2
Lamp chimneys.....	38	.....	.....	.....	.....	38	26	12	38	.....
Lamp wicks.....dozen.....	7	1	.....	.....	.....	8	1½	6½	8	.....
Linchpins and washers.....	4	.....	.....	.....	.....	4	4	.....	4	.....
Lead bars.....	.....	2	.....	.....	.....	2	1	.....	1	1
Lightning arresters.....	.....	25	.....	.....	.....	25	1	.....	1	24
Lumber.....feet.....	.....	6, 469	350	.....	.....	6, 819	.....	6, 819	6, 819	.....
Lead sinkers.....boxes.....	.....	8	.....	.....	.....	8	.....	3	3	5
Lampblack.....pounds.....	.....	1	.....	.....	.....	1	.....	1	1	.....
Locks, assorted.....	.....	4	.....	.....	.....	4	.....	4	4	.....
Lace, leather.....sides.....	.....	2	.....	.....	.....	2	.....	2	2	.....
Lime.....barrels.....	.....	2	.....	.....	.....	2	.....	2	2	.....
Letter paper.....quires.....	22	580	.....	.....	.....	602	25	511	536	66
Message books.....	19	50	.....	.....	.....	69	13	34	47	22
Message heads.....quires.....	427	3, 930	.....	.....	.....	4, 357	468	3, 323	3, 791	566
Message hooks.....	2	.....	.....	.....	.....	2	2	.....	2	.....
Mucilage.....bottles.....	19	23	.....	.....	.....	41	13	11	24	18
Manure forks.....	1	.....	.....	.....	.....	1	1	.....	1	.....
Mules.....	4	46				50	30		30	20
Mercury.....	171	254½				425½	202	165½	367½	58
Mercury flasks.....	7					7	7		7	

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Statement of quartermasters' stores, &c.—Continued.

Articles.	On hand July 1, 1864.	Received from officers during the year ending June 30, 1865.	Purchased during the year ending June 30, 1865.	Manufactured during the year ending June 30, 1865.	Captured, gained, and taken up during the year ending June 30, 1865.	Total.	Issued and transferred during the year ending June 30, 1865.	Sold, died, lost, expended, &c., during the year ending June 30, 1865.	Total.	On hand June 30, 1865.
Pruning knives.....	3	.....	.....	.....	.....	3	2	.....	2	1
Pulley blocks.....	14	23	.....	.....	.....	37	.....	3	3	34
Pulleys and rope sets.....sets	43	30	.....	.....	.....	73	29	3	32	41
Pole with hooks and fork.....	1	.....	.....	.....	.....	1	1	.....	1	.....
Penholders.....dozen	10	55½	.....	.....	.....	65½	6	43½	49½	16
Pitchforks.....	.....	62	.....	.....	.....	62	.....	.....	.....	62
Padlocks.....	.....	6	.....	.....	.....	6	.....	.....	.....	6
Pick-axes and handles.....	.....	4	.....	.....	.....	4	.....	.....	.....	4
Paint brushes.....	.....	13	.....	.....	.....	13	.....	7	7	6
Portable forges.....	.....	1	.....	.....	.....	1	.....	.....	.....	1
Picket pins.....	.....	2	.....	.....	.....	2	.....	.....	.....	2
Planes.....	.....	1	.....	.....	.....	1	.....	.....	.....	1
Pass books.....	.....	24	.....	.....	.....	24	.....	24	24	.....
Pointing sticks.....	.....	1	.....	.....	.....	1	.....	.....	.....	1
Patent blocks.....	.....	5	.....	.....	.....	5	.....	5	5	.....
Prussian blue.....	.....	4	.....	.....	.....	4	.....	4	4	.....
Putty.....pounds	.....	10	.....	.....	.....	10	.....	5	5	5
Platina wire.....spools	.....	1	.....	.....	.....	1	.....	.....	.....	1
Powell's liniment.....quarts	.....	16	.....	.....	.....	16	.....	11	11	5
Paint.....pounds	.....	3	.....	.....	.....	3	.....	3	3	.....
Pump hooks.....	.....	1	.....	.....	.....	1	.....	1	1	.....
Packing boxes.....	2	.....	.....	.....	.....	2	2	.....	2	.....
Quartermasters' blanks.....	576	554½				1,130½		490½	490½	640
Rulers.....	2					2	2		2	
Rubber.....pieces	19					19	17	2	19	
Relay magnets.....	38	34				72	27		27	45

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[illegible]

Statement of quartermasters' stores, &c.—Continued.

Articles.	On hand July 1, 1864.	Received from officers during the year ending June 30, 1865.	Purchased during the year ending June 30, 1865.	Manufactured during the year ending June 30, 1865.	Captured, gained, and taken up during the year ending June 30, 1865.	Total.	Issued and transferred during the year ending June 30, 1865.	Sold, died, lost, expended, &c, during the year ending June 30, 1865.	Total.	On hand June 30, 1865.
Yellow metal..... pounds.....	.....	8	.....	.....	.....	8	.....	8	.....	.....
Zincs, grove	317	308	.....	.....	.....	625	.....	503	625	.....
local	269	296	.....	.....	.....	565	.....	229	501	64

W. G. FULLER,
Captain and Assistant Quartermaster of Volunteers.

JOHN V. FUREY,
Captain and Assistant Quartermaster.

A true copy:

Statement of clothing, camp and garrison equipage, for the fiscal year ending June 30, 1865.

Articles.	On hand July 1, 1864.	Received from officers during the year ending June 30, 1865.	Purchased during the year ending June 30, 1865.	Manufactured during the year ending June 30, 1865.	Captured, gained, and taken up during the year ending June 30, 1865.	Total.	Issued and transferred during the year ending June 30, 1865.	Sold, died, lost, expended, &c., during the year ending June 30, 1865.	Total.	On hand June 30, 1865.
Axes.....	.....	.....	.....	.....	.....	3	.....	.....	.....	8
Axe helves.....	.....	.....	.....	.....	.....	7	.....	.....	.....	7
Bake-pans.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Camp kettles.....	4	.....	.....	.....	.....	12	.....	.....	8	4
Coffee pots.....	1	.....	.....	.....	.....	2	.....	.....	.....	2
Common tents.....	.....	.....	.....	.....	.....	6	.....	.....	.....	3
Common tent poles.....	.....	.....	.....	.....	.....	5	.....	.....	.....	3
Coffee mills.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Iron pots.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Mess pans.....	5	.....	.....	.....	.....	14	.....	.....	9	5
Spades.....	.....	.....	.....	.....	.....	5	.....	.....	.....	5
Sibley tents.....	.....	.....	.....	.....	.....	2	.....	.....	.....	2
Sibley tent poles.....	.....	.....	.....	.....	.....	2	.....	.....	.....	2
Spiders.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Wall tents.....	4	.....	.....	.....	.....	9	.....	.....	.....	7
Wall tent flies.....	4	.....	.....	.....	.....	9	.....	.....	.....	8
Wall tent poles and pins.....sets.....	3	.....	.....	.....	.....	8	.....	.....	.....	6

W. G. FULLER,
Captain and Assistant Quartermaster Volunteers.JOHN V. FUREY,
Captain and Assistant Quartermaster.

A true copy:

No. 82.

HEADQUARTERS U. S. MILITARY TELEGRAPH,
Military Division of the Gulf, New Orleans, August 23, 1865.

GENERAL: In obedience to General Orders No. 39, dated at your office July 1, 1865, I have the honor to submit the following detailed report of my official action during the fiscal year ending June 30, 1865, and do enclose herewith a statement of public moneys, in the prescribed form, together with statements "A" and "B," which are all that are required by the operations of my office.

My annual report for the fiscal year ending June 30, 1864, was mailed from Danville, Kentucky, October 13, 1864, in which will be found a detailed account of my official action prior to July 1, 1864, from the time last above mentioned until June 22, 1865. I continued on duty as assistant superintendent United States military telegraph, headquarters at Danville, Kentucky, my jurisdiction embracing central and eastern Kentucky and East Tennessee. With the exception of a few insignificant guerrilla raids, the lines under my control have not been molested by the enemy during the year.

The following United States military telegraph lines were in operation, under my charge, July 1, 1864:

From Mount Sterling, via Lexington and Danville, to Camp Burnside, Kentucky	127 miles.
From Lebanon, Kentucky, via Danville and Cumberland Gap, to Knoxville, Tennessee	216 "
From Lebanon, Kentucky, via Columbia, to Burksville, Kentucky	67 "
Total in operation July 1, 1864.....	410 miles.

During the year the following lines have been constructed and repaired:

From Lexington, Kentucky, to Richmond, Kentucky	26 miles.
Connecting fortifications in and around Knoxville, Tennessee	4 "
From Columbus, Kentucky, to Burksville, Kentucky	30 "
Total constructed and repaired	60 miles.

During the year the following lines have been abandoned:

From Camp Burnside, Kentucky, to Somerset, Kentucky	7 miles.
From Burksville, Kentucky, to Columbia, Kentucky	30 "
Connecting fortifications in and around Knoxville, Tennessee	4 "
Total abandoned	41 miles.

The following United States military telegraph lines were in operation at the close of the year, June 30, 1865:

From Mount Sterling, Kentucky, via Lexington and Danville, to Somerset, Kentucky	120 miles.
From Lebanon, Kentucky, via Danville and Cumberland Gap, to Knoxville, Tennessee	216 "
From Lebanon, Kentucky, to Burksville, Kentucky	67 "
From Lexington, Kentucky, to Richmond, Kentucky	26 "
Total in operation June 30, 1865.....	429 miles.

RECAPITULATION.

Lines in operation June 30, 1864	410 miles.
Lines constructed and repaired during the year	60 "
Total	470 miles.
Deduct lines abandoned during the year	41 "
Total in operation June 30, 1865	429 miles.

My headquarters have been, during the entire year, at Danville, Kentucky. Have engaged in no marches, battles, sieges or skirmishes. Beyond the steady, uniform assistance I was able to afford the military authorities by supplying them with a quick, reliable means of communication, but little has been required within my jurisdiction. My operation on the lines of the enemy in the months of December, 1864, and January, 1865, in southwestern Virginia, however, are deserving of mention.

Mr. E. T. Chapman, under my instructions, accompanied Major General Stoneman on his celebrated raid, in the capacity of cipher clerk and operator. The truly valuable assistance he rendered the expedition was duly acknowledged by the second officer in command, Major General S. G. Burbridge. Indeed there can be little doubt that the entire success of the expedition resulted from the invaluable information as to the position and numbers of the enemy which Mr. Chapman obtained while he held the telegraph office at Bristol. For several hours he held the office while despatches were passing to and from General Breckinridge and his subordinates, which he carefully copied and laid before General Stoneman. By causing the regular operator at that place, whom he captured in his office, to manipulate the instrument, and dictating to him what should be said, Mr. Chapman was enabled to deceive the operators at Lynchburg and Richmond, and received a long press report from Richmond, and gathered much valuable information.

The general condition of the lines under my control was much better at the close than at the commencement of the year. A great deal of pains has been taken in their repairs, and for steady, constant working, through all kinds of weather, I challenge comparison with any military telegraph lines. One thing in particular I desire to call the department's attention to, and that is the very small cost of maintaining so extended a district as that under my control. Not a man was employed that could be dispensed with, nor a dollar expended unnecessarily. When, therefore, the general orders for retrenchment were received, I was unable to operate the lines at a less cost than I had been doing.

On the 22d of June, 1865, I received an order from Colonel Anson Stager, chief of the United States military telegraph corps, directing me to turn over my public property and employes to Captain John C. Van Duser, assistant quartermaster and assistant superintendent United States military telegraph, Nashville, Tennessee, and to relieve Captain W. G. Fuller, assistant quartermaster and assistant superintendent United States military telegraph, New Orleans, Louisiana, and assume the control of the lines in charge of that officer. From the 22d of June to the 30th of June, 1865, I was engaged in making the transfer to Captain Van Duser. All of which is respectfully submitted.

Very respectfully, general, your obedient servant,

W. L. GROSS,

Capt. and A. Q. M., and Assist. Sup't U. S. Military Telegraph.
Major General M. C. MEIGS,

Quartermaster General U. S. Army, Washington, D. C.

A true copy :

JOHN V. FUREY,
Captain and A. Q. M.

Statement of public moneys for the fiscal year ending June 30, 1865, by Captain W. L. Gross, assistant quartermaster and assistant superintendent United States military telegraphs, at New Orleans, Louisiana.

On hand July 1, 1864	\$4,388 68
Received from officers during the year	71,881 21
Total.....	76,269 89
Expended during the year	\$61,168 24
Remaining on hand June 30, 1865	15,101 65
Total.....	76,269 89

The amount remaining on hand June 30, 1865, was in my possession, there being at that time no available depository of public moneys at hand.

I certify that the above statements are correct.

W. L. GROSS,
Capt. and Assist. Q. M. and Assist. Supt. U. S. Military Telegraphs.

A true copy:

JOHN V. FUREY,
Captain and Assistant Quartermaster.

Statement of quartermasters' property for the fiscal year ending June 30, 1865, in the possession of Captain W. L. Gross, A. Q. M. and assistant superintendent United States military telegraph at New Orleans, La.

Articles and designation of quantity.	On hand July 1, 1864.	Received from officers during the year ending June 30, 1865.	Purchased during the year ending June 30, 1865.	Manufactured during the year ending June 30, 1865.	Taken up during the year ending June 30, 1865.	Total.	Issued and transferred during the year ending June 30, 1865.	Expended, died, lost, &c., during the year ending June 30, 1865.	Total.	On hand June 30, 1865.
Ambulances.....no..	2	3				5	2	1	3	2
Axes and handles.....no..	6	1				7		7	7	
Acid, nitric.....lbs..	244	2,630				2,874		2,824	2,824	50
Acid, sulphuric.....lbs..	113	2,231				2,344		1,769	1,769	575
Augers.....no..		4				4	4		4	
Beareres.....no..		6				6	5	1	6	
Blank books.....no..		6				6		5	5	1
Blank books, 6 qr.....no..										
Blank books, message.....no..	6	12				18		6	6	12
Blank books, 2 qr.....no..		6				6		6	6	
Blank books, 8 qr.....no..										
Blotting paper, sheets.....no..		12				12		12	12	
Bridles, riding.....no..	1	8				9		1	1	8
Bridles, watering.....no..	1					1		1	1	
Bridles, curb.....no..	3					3		3	3	
Buckets.....no..	9	2				11		9	9	2
Battery-poles.....no..	1					1				1
Battery-clamps.....no..	30	25				55		3	3	52
Battery-tumblers.....no..	251	48				299		92	92	207
Blue vitriol.....lbs..	29	763				792		580	580	212
Battery-brushes.....no..	7	12				19		14	14	5
Blacksmith tools, sets.....no..	1					1		1	1	
Bars, crow, galvanized.....no..		6				6	5	1	6	
Bars, crow, iron.....no..		3				3	3		3	
Bucksaw and frame.....no..		1				1		1	1	
Corn.....lbs..		12,692				12,692		11,837	11,837	855
Curry-combs.....no..	9					9		9	9	
Check-lines, sets.....no..										
Combination instruments.....no..	32					32		1	1	31
Climbers, pairs.....no..	20	2				22	3	4	7	15
Chairs.....no..	6		1			7				7
Carboys.....no..	39	31				70	1	5	6	64
Candles.....lbs..	10		320			330		314	314	16
Coal-oil, galls.....no..	5	166½				171½		102	102	69½
Canvas, yds.....no..			9			9		9	9	
Copy-press.....no..	1					1				1
Cipher books.....no..		3				3		3	3	
Diggers.....no..	5					5				5
Envelope paper, qrs.....no..		20				20		19	19	1
Folio-post paper, qrs.....no..		10	15			25		25	25	
Foolscap paper, qrs.....no..		70				70		63	63	7
Fifth chains.....no..	2					2				2
Feed troughs.....no..										
Gutta-percha, in sheets.....no..		4				4	3	1	4	
Grove zincs.....no..	238	218				456		389	389	67
Grove porous cups.....no..	118	225				343		299	299	44
Grain sacks.....no..	56	1,329		14		1,399	1,180	140	1,320	79
Gears, small.....no..		4				4	4		4	
Gears, large.....no..		4				4	4		4	
Hay.....lbs..		60,793	66,565			127,358	112	127,246	127,358	
Horse brushes.....no..	9					9		9	9	
Horses.....no..	17	4		1		22	6	1	7	15
Harness, lead, sets.....no..	16	9				25	12	10	22	3
Harness, wheel, sets.....no..	16	8				24	4	12	16	8
Halters.....no..	15	12				27		9	9	18
Hatchets and handles.....no..	19	20				39	3	15	18	21
Hand-vices.....no..	28	12				40	1	12	13	27
Halter-chains.....no..	26	7				33	11	16	27	6
Hammer machine.....no..		4				4	4		4	
Horse-shoe nails.....lbs..		600				600		520	520	80
Ink, oz. bottles.....no..		180				180		180	180	
Ink, copy, pint bottles.....no..		10				10		6	6	4
Ink, 2 oz. bottles.....no..	170	100				270		260	260	10

Statement of quartermasters' property, &c.—Continued.

Articles and designation of quantity.	On hand July 1, 1864.	Received from officers during the year ending June 30, 1865.	Purchased during the year ending June 30, 1865.	Manufactured during the year ending June 30, 1865.	Taken up during the year ending June 30, 1865.	Total.	Issued and transferred during the year ending June 30, 1865.	Expended, died, lost, &c., during the year ending June 30, 1865.	Total.	On hand June 30, 1865.
Ink, quart bottles.....no..	2	6				8		8	8	
Inkstands.....no..	6					6				6
Iron field safe.....no..	1	1				2				2
Ink, red, bottles.....no..		30				30		24	24	6
Insulators.....no..	3,548	2,000				5,548		3,713	3,713	1,835
Iron wire.....lbs..	27,012					27,012		16,032	16,032	10,980
Insulated wire.....lbs..	10½	32				42½		23½	23½	19
Jockey-sticks.....no..	3					3		3	3	
Jerk-lines.....no..					1	1	1		1	
Keys, telegraph.....no..	2					2				2
Knives, pruning.....no..		4				4	4		4	
Letter envelopes.....no..	35,010	31,500				66,510		48,355	48,355	18,155
Letter clips.....no..	16	6				22				22
Letter books.....no..										
Letter paper, qrs.....no..	10	90	20			120		110	110	10
Long-handle shovels.....no..	5	3				8		5	5	3
Local stone jars.....no..	29	18				47		12	12	35
Local coppers.....no..	25	18				43		15	15	28
Local porous cups.....no..		75				75		52	52	23
Local zincs.....no..	163					163		122	122	41
Lamps.....no..	14	4				18		8	8	10
Lamp-chimneys.....no..	5	84				89		89	89	
Lamp-wicks.....no..	13	96				109		102	102	7
Lanterns.....no..		2				2		2	2	
Ladders.....no..	3	3				6		4	4	2
Linseed oil, galls.....no..										
Lamps, L. pint.....no..		4				4	4		4	
Linch-pins and washers.....no..		4				4	4		4	
Lead-lines.....no..					2	2	2		2	
Message paper.....lbs..	127	375				502		404	404	98
Message heads, qrs.....no..	34	490				524		470	470	54
Mucilage, bottles.....no..	1	18				19		18	18	1
Mule shoes.....lbs..	100	100				200		120	120	80
Mules.....no..	24	1			1	26	9	10	19	7
Mule collars.....no..										
Mule-shoe nails.....lbs..	30					30		30	30	
Mercury.....lbs..		269½				269½		205½	205½	64
Mercury flasks.....no..		4				4				4
Nails.....lbs..		300				300		275	275	25
Nose-bags.....no..	1					1		1	1	
Neck-straps.....no..	22	17				39	5	26	31	8
Notices and straps.....no..		92				92	92		92	
Oats.....lbs..	144	122,684				122,828	220	122,473	122,693	135
Official envelopes.....no..	6,360					6,360		5,912	5,912	448
Office tape, pieces.....no..		173				173		159	159	14
Office table.....no..			1			1				1
Oil cans.....no..	7					7		4	4	3
Office desks.....no..	2					2				2
Oil can, 40 galls.....no..	1					1				1
Oilers.....no..		3				3	3		3	
Paper register, rolls.....no..	8					8		2	2	6
Pencils, dozen.....no..	10½	59				69½		65½	65½	4½
Pen-holders, dozen.....no..	6½					6½		6½	6½	
Pocket instruments.....no..	4					4				4
Pulleys and ropes, sets.....no..	23	4				27	1	7	8	19
Pliers, pairs.....no..	27	8				35	3	8	11	24
Platina strips.....no..	250					250				250
Paper, sand, sheets.....no..		42				42	42		42	
Quart'masters' blanks, qrs.no..	50	216½				266½		246½	246½	20
Rings.....no..		8				8	8		8	
Rubber, pieces.....no..		6				6		3	3	3
Relay magnets.....no..	2					2				2
Reels.....no..	2	24				26	20	4	24	2
Register.....no..	1					1				1
Register weight.....no..	1					1				1
Reel-handles.....no..		4				4	4		4	
Reel-stands, centre.....no..		3				3	3		3	

Statement of quartermasters' property, &c.—Continued.

Articles and designation of quantity.	On hand July 1, 1864.	Received from officers during the year ending June 30, 1865.	Purchased during the year ending June 30, 1865.	Manufactured during the year ending June 30, 1865.	Taken up during the year ending June 30, 1865.	Total.	Issued and transferred during the year ending June 30, 1865.	Expended, died, lost, &c., during the year ending June 30, 1865.	Total.	On hand June 30, 1865.
Reel-stands, small.....no..		15				15	14	1	15	
Rubber sleeve, 4½ in.....no..		10				10	10		10	
Rubber for joints, feet.....no..		26				26	26		26	
Rubber, cement, flasks.....no..		4				4	4		4	
Shears, pairs.....no..	1					1				1
Surcingle.....no..	3					3		3	3	
Saddle-blankets.....no..	5	11				16	2	5	7	9
Saddles, riding.....no..	5	8				13	4	5	9	4
Saddles, wagon.....no..	2	3			1	6	4	2	6	
Spurs, pairs.....no..	1					1		1	1	
Straps.....no..		12				12	12		12	
Spikes, iron, for ground.....no..		12				12	12		12	
Spikes, small.....no..		167				167	167		167	
Screw-drivers.....no..		4				4	4		4	
Switches, Caton.....no..		4				4				4
Switch-board, 12 straps.....no..		1				1				1
Screw wrenches, large.....no..		4				4	4		4	
Soldering acid, bottles.....no..		4				4	4		4	
Screws, iron binding.....no..		20				20	12	8	20	
Screws, insulated binding.....no..		31				31	31		31	
Screw wrenches, small.....no..		4				4	4		4	
Saws.....no..		4				4	4		4	
Shovels.....no..		2				2				2
S. C. O. switches.....no..	15					15		1	1	14
Six-strap switches.....no..	2	1				3				3
Steel files.....no..		40				40	5	35	40	
Soldering irons.....no..	3	4				7	4	1	5	2
Stoves.....no..	2		1			3	1		1	2
Stove-pipe.....lbs..	20		15			35	8		8	27
Shoeing nails.....lbs..		200				200		200	200	
Steel pens, dozens.....no..	157	396				553		469	469	84
Sealing-wax, oz.....no..		2				2		2	2	
Solder.....lbs..	3	10				13		13	13	
Solder, bars.....no..		6				6	6		6	
Spreader chains.....no..	1					1				1
Sounders.....no..	1					1				1
Telegraph poles.....no..			151			151		151	151	
Tar-pots.....no..	1					1		1	1	
Twine, balls.....no..		3				3	3		3	
Telegraph machine, B. M.....no..		4				4	4		4	
Wire, copper, No. 30, spools.....no..		4				4	4		4	
Wagons.....no..	6					6	3		3	3
Whips.....no..	1					1		1	1	
Wagon grease, buckets.....no..		1				1		1	1	
Wrapping paper, qrs.....no..	7					7		7	7	
Wheel-barrows.....no..	1					1				1
Wood, cords.....no..		1	47			48		48	48	
Wire, rubber, vul., miles.....no..		14				14	14		14	
Wire, copper, No. 16.....lbs..		4				4	4		4	
Wire, copper, No. 23, spools.....no..		4				4	4		4	
Washers.....no..		40				40	40		40	

I certify that the above and foregoing report is correct.

W. L. GROSS,

Captain and A. Q. M., Assistant Superintendent U. S. Military Telegraph.

A true copy:

JOHN V. FUREY, *Captain and A. Q. M.*

Statement of clothing, camp and garrison equipage for the fiscal year ending June 30, 1865, by Captain W. L. Gross, assistant quartermaster and assistant superintendent United States military telegraph at New Orleans, La.

Articles.	On hand July 1, 1864.	Received from officers during the year ending June 30, 1865.	Purchased during the year ending June 30, 1865.	Manufactured during the year ending June 30, 1865.	Taken up during the year ending June 30, 1865.	Total.	Issued and transferred during the year ending June 30, 1865.	Expended, died, lost, &c., during the year ending June 30, 1865.	Total.	On hand June 30, 1865.
Axes.....number..	1					1		1	1	.....
Axe-helves.....do..	1					1		1	1	.....
Camp kettles.....do..	5	5				10		10	10	.....
Mess pans.....do..	5	5				10		10	10	.....
Wall tents.....do..	6					6		3	3	.....
Wall tent pins.....sets..	4					4		4	4	.....
Wall tent poles.....do..	9					6		3	3	.....
Wall tent flies.....number..	6					6		6	6	.....

I certify that the above report is correct.

A true copy:

W. L. GROSS, Captain and A. Q. M.,
Assistant Superintendent United States Military Telegraph.

JOHN V. FUREY, Captain and A. Q. M.

No. 83.

OFFICE A. Q. M., AND ASS'T SUPERINTENDENT
U. S. MILITARY TELEGRAPH, H. Q. DEP'T SOUTH CAROLINA,
Hilton Head, South Carolina, August 12, 1865.

COLONEL: In compliance with General Orders No. 39, Quartermaster General's office, Washington, D. C., July 1, 1865, I have the honor to report as follows:

On the 28th of July, 1862, I was mustered into the service of the United States as a private in company A, one hundred and twenty-sixth regiment Pennsylvania volunteers, first brigade, third division, fifth army corps.

December 23, 1862, reported to Major Thomas T. Eckert, assistant quartermaster, and assistant superintendent United States military telegraph, in compliance with Special Orders No. 397, War Department, Adjutant General's office, series of 1862, was assigned to duty as operator at Hagerstown, Maryland. February 13, 1863, in compliance with orders from Major T. T. Eckert, reported for duty as operator at Fortress Monroe, Virginia. May 14, 1863, in compliance with orders from Major T. T. Eckert, reported to L. F. Sheldon, assistant superintendent United States military telegraph, department of the south, and was assigned to duty as chief operator of the department. June 14, 1863, in compliance with orders from L. F. Sheldon, assistant superintendent, I proceeded to Newberne, North Carolina, and constructed a line from that city to the headquarters of the various sub-districts of the district of North Carolina, remaining in charge of said line until November 3, 1864, when I was appointed as assistant quartermaster of volunteers, with the rank of captain, and ordered to report to Major T. T. Eckert, assistant quartermaster, and assistant superintendent United States military telegraph. December 5, 1864, in compliance with orders from Major Eckert, I relieved Captain L. F. Sheldon, assistant quartermaster and assistant superintendent United States military telegraph, and took charge of the lines in this department. By order of Major General John G. Foster, commanding department of the south, I immediately proceeded to construct a line of telegraph from Deveau Neck to the headquarters of Brigadier General Hatch, commanding provisional brigade, to facilitate operations against the enemy at Pocotaligo, South Carolina. December 18, 1864, by order of Major General Foster, I reported to Major General Sherman, at his headquarters near King's bridge, Georgia, to build such lines as he might require in his operations against Savannah, Georgia. By order of Major General Sherman I repaired, constructed, and operated lines from his headquarters in Savannah to the headquarters of General Hazen, near Fort McAllister, to the headquarters of General Kilpatrick, on the Ogeechee roads, and to Fort Pulaski, Georgia, and from Port Royal ferry to Pocotaligo, South Carolina. The building and operation of these and other lines in this department, extending, as they do, through forest, swamp, and river, was attended with almost insurmountable difficulties, and the work was greatly retarded by the troops, who frequently destroyed the lines for miles, using the poles for firewood.

In May last, in compliance with orders from Major Thomas T. Eckert, I assumed control of all telegraph lines in the States of South Carolina and Georgia, north to Charlotte, North Carolina, and west to Montgomery, Alabama. Most of these lines had been destroyed by General Sherman's army in its march through the country, and the railroads along which they were built having been destroyed at the same time, the repair and reconstruction of the lines has been a difficult and laborious work. It is progressing, however, as rapidly as cir-

cumstances will permit, and it is hoped that before the 1st of September next all the lines in these States will be in reliable, working order. Referring to the annexed statements as an exhibit of their extent, &c.,

I have the honor to be, colonel, very respectfully, your obedient servant,

JAMES R. GILMORE,

Capt. and A. Q. M., and Ass't. Sup't U. S. Military Telegraph.

Colonel ANSON STAGER,

A. Q. M., and Ass't Sup't U. S. Military Telegraph.

A true copy:

JOHN V. FUREY,

Captain and Adjutant General.

Statement of the number of miles of telegraph lines, to and from what points constructed or repaired and operated, under my control since May 1, 1865, not borne on form A, viz :

	<i>Miles.</i>
From Wilmington, North Carolina, to Columbia, South Carolina.....	196
From Charlotte, North Carolina, to Columbia, South Carolina.....	109
From Charleston, South Carolina, to Darlington, South Carolina.....	112
From Charleston, South Carolina, to Kingsville, South Carolina.....	105
From Charleston, South Carolina, to Savannah, Georgia.....	104
From Augusta, Georgia, to Savannah, Georgia.....	132
From Augusta, Georgia, to Macon, Georgia.....	164
From Macon, Georgia, to Atlanta, Georgia.....	103
From Atlanta, Georgia, to Montgomery, Alabama.....	175
From Macon, Georgia, to Opelika, via Columbus.....	128
From Tallahassee, Florida, to Jacksonville, Florida.....	175
Total number of miles.....	<u>1,503</u>

Statement of public moneys for fiscal year ending June 30, 1865.

Received from officers during the year	\$11,118 68
Expended during the year.....	<u>11,038 50</u>
Remaining on hand June 30, 1865.....	<u>80 18</u>

The balance on hand is deposited as follows :

Eighty dollars and eighteen cents (\$80 18) deposited in a safe in my office at Hilton Head, South Carolina.

A.—Statement of quartermasters' property for the fiscal year ending June 30, 1865.

Articles.	On hand July 1, 1864.	Received from officers during the year ending June 30, 1865.	Purchased during the year ending June 30, 1865.	Manufactured during the year ending June 30, 1865.	Captured, gained, taken up, &c., during the year ending June 30, 1865.	Total.	Issued and transferred during the year ending June 30, 1865.	Sold, died, lost, expended, &c., during the year ending June 30, 1865.	Total.	On hand June 30, 1865.
Axes.....number.....		14	.....	.....	.....	14	.....	.....	.....	14
Anchors.....do.....		2	.....	.....	.....	2	.....	.....	.....	2
Acid, sulphuric.....pounds.....		214	.....	.....	.....	214	.....	144	144	70
Acid, nitric.....do.....		666	.....	.....	.....	666	.....	586	586	80
Books, copying.....number.....		1	.....	.....	.....	1	.....	.....	.....	1
Blanks, message.....do.....		55,000	.....	.....	.....	55,000	.....	55,000	55,000	.....
Brushes, copying.....do.....		1	.....	.....	.....	1	.....	.....	.....	1
Bowls, iron.....do.....		1	.....	.....	.....	1	.....	.....	.....	1
Bridles.....do.....		6	.....	.....	.....	6	.....	.....	1	5
Blankets, saddle.....do.....		5	.....	.....	.....	5	.....	.....	.....	5
Brushes, horse.....do.....		2	.....	.....	.....	2	.....	.....	.....	2
Boats.....do.....		1	.....	.....	.....	1	.....	.....	.....	1
Blocks, tackle.....do.....		2	.....	.....	.....	2	.....	.....	.....	2
Buckets, water.....do.....		1	.....	.....	.....	1	.....	.....	.....	1
Brooms, corn.....do.....		14	.....	.....	.....	14	.....	.....	.....	14
Brushes, scrub, long-handled.....do.....		2	.....	.....	.....	2	.....	.....	.....	2
Bags, grain.....do.....		19	.....	.....	.....	19	.....	.....	.....	19
Boxes, battery.....do.....		5	.....	.....	.....	5	.....	.....	.....	5
Battery caissons.....do.....		4	.....	.....	.....	4	.....	.....	.....	4
Batteries, local.....do.....		14	.....	.....	.....	14	.....	.....	.....	14
Corn.....pounds.....		1,284	.....	.....	.....	1,284	.....	1,284	1,284	.....
Clocks.....number.....		1	.....	.....	.....	1	.....	.....	.....	1
Combs, curry.....do.....		2	.....	.....	.....	2	.....	.....	.....	2
Climbers.....pairs.....		4	.....	.....	.....	4	.....	.....	.....	4
Climbers and straps.....pairs.....		3	.....	.....	.....	3	.....	.....	.....	3
Carboys.....number.....		5	.....	.....	.....	5	.....	.....	.....	5
Candles.....pounds.....		80	.....	530	.....	610	.....	610	610	.....

A.—Statement of quartermasters' property, &c.—Continued.

Articles.	On hand July 1, 1864.	Received from officers during the year ending June 30, 1865.	Purchased during the year ending June 30, 1865.	Manufactured during the year ending June 30, 1865.	Captured, gained, taken up, &c., during the year ending June 30, 1865.	Total.	Issued and transferred during the year ending June 30, 1865.	Sold, died, lost, expended, &c., during the year ending June 30, 1865.	Total.	On hand June 30, 1865.
Cable, submarine miles	74					74				64
Cups, porous, grove number	60					60			30	30
Cups, porous, electropon do	50					50			30	20
Cups, porous, local do	50					50			15	35
Cups, battery, rubber do	40					40				40
Cells, electropon do	87					87			31	56
Coppers, local do	6					6				6
Cartridges do	6					6			6	
Envelopes, official do	1,200	1,200				1,200		1,200		
Envelopes, message do	30,000	30,000				30,000		26,000		4,000
Elbows do	2					2				2
Files do	6					6				6
Files, flat bastard do	15					15				15
Files, taper saw do	1					1				1
Gutta-percha sheets pounds	12					12			44	74
Hay do	15,274	15,274				15,274		15,274		
Horses number	6					6	1		1	5
Halters do	2					2				2
Hatchets do	13					13				13
Hatchets, broad do	6					6				6
Hatchets and handles do	1					1				1
Handles, axe do	14					14				14
Ink bottles	17					17		17		
Inkstands number	2					2				2
Instruments, combination do	24					24				24
Instruments, pocket do	6					6				6
Insulators, bracket do	250					250			250	

[illegible]

A.—Statement of quartermasters' property, &c.—Continued.

Articles.	On hand July 1, 1864.	Received from officers during the year ending June 30, 1865.	Purchased during the year ending June 30, 1865.	Manufactured during the year ending June 30, 1865.	Captd, gained, taken up, &c., during the year ending June 30, 1865.	Total.	Issued and transferred during the year ending June 30, 1865.	Sold, died, lost, expended, &c., during the year ending June 30, 1865.	Total.	On hand June 30, 1865.
Spools, iron, complete	number	20	..	..	..	20	..	..	..	20
Ship-scrapers	do	1	..	..	..	1	..	..	..	1
Screws, thumb	do	25	..	..	..	25	..	..	..	25
Spikes, cut	pounds	200	..	..	..	200	..	200	200	..
Stamps, wafer	number	1	..	..	..	1	..	..	..	1
Sealing wax	ounces	16	..	..	..	16	..	13	13	3
Telegraph instruments, magnetic electric	number	4	..	..	..	4	..	..	..	4
Tool-boxes	do	3	..	..	..	3	..	..	..	3
Telegraph trains, signal	do	2	..	..	..	2	..	..	..	2
Telegraph, air-line, in operation	miles	82	..	58	..	140	..	..	..	140
Telegraph, sub-marine, in operation	do	13½	..	..	..	13½	..	..	..	13½
Tumblers, battery	number	30	..	..	..	30	..	18	18	12
Vices and straps	sets	16	..	..	..	16	..	..	..	16
Vitriol, blue	pounds	250	..	..	..	250	..	250	250	..
Wire, rubber, insulated	miles	10	..	..	..	10	..	..	..	10
Wire, iron, No. 14	pounds	9,001	..	664	..	9,665	..	5,405	5,405	4,260
Wire, rubber, insulated	feet	11,960	..	..	..	11,960	..	1,000	1,000	10,960
Wire, telegraph	coils	42	..	..	..	42	..	42	42	..
Zincs, grove	number	100	..	..	..	100	..	50	50	50
Zincs, local	do	50	..	..	..	50	..	39	39	11
Zincs, electropoion	do	90	..	..	..	90	..	90	90	..

E.

Statement of clothing, camp and garrison equipage, for the fiscal year ending June 30, 1865.

Articles.	On hand July 1, 1864.	Received from officers during the year ending June 30, 1865.	Purchased during the year ending June 30, 1865.	Manufactured during the year ending June 30, 1865.	Captured, gained, taken up, &c., during the year ending June 30, 1865.	Total.	Issued and transferred during the year ending June 30, 1865.	Sold, died, lost, expended, &c., during the year ending June 30, 1865.	Total.	On hand June 30, 1865.
Axes.....number..										
Hatchets.....do..										
Hatchet helves.....do..										
Kettles, camp.....do..										
Pans, mess.....do..										
Pins, common tent.....do..										
Poles, common tent.....sets..										
Poles and pins, wall tent.....do..										
Tents, wall.....number..										
Tent flies, wall.....do..										
Tents, common.....do..										

J. R. GILMORE,
Captain and Assistant Quartermaster.

JOHN V FUREY,
Captain and Assistant Quartermaster.

A true copy:

No. 84.

Annual report of Captain S. G. Lynch, assistant quartermaster and assistant superintendent of United States military telegraphs, department of West Virginia, for the fiscal year ending June 30, 1865.

CLEVELAND, OHIO, September 1, 1865.

GENERAL: I have the honor to submit to your department, through Colonel A. Stager, chief, &c., (pursuant to General Orders No. 39, Quartermaster General's department,) my annual report for the fiscal year ending June 30, 1865. My annual report for 1864 was rendered to your department through Colonel A. Stager, chief of United States military telegraphs, in the latter part of October, 1864.

It has been my duty during the past year to act as assistant superintendent of United States military telegraphs within the department of West Virginia and the State of Ohio, and to be chief purchasing officer for the supplies required by the different officers connected with this branch of the public service for the operation and construction of United States military telegraphs within the several departments. My headquarters have been at Cleveland, Ohio.

Military operations have not been extensively active within the department of West Virginia during the last year, and, with the exception of two or three important movements, the operations have been confined to maintaining a line of military posts adjacent to the Baltimore and Ohio railroad and along the Kanawha river.

Whenever our troops have been despatched upon expeditions or raids within the enemy's lines cipher operators have generally been furnished to accompany such movements. The expedition of Major General Crooks in May, 1864, was not referred to in my report for that year, and allusion to the same is therefore made herein. A portion of General Crooks's command, comprising three brigades of infantry and about three hundred cavalry, left Fayetteville, West Virginia, during the first week of May and proceeded to Lexington, where they destroyed the camp and garrison equipage of two rebel regiments which had been left in charge of rebel guards. On the evening of the 8th the expedition arrived at Shannon's cross-roads, ten miles from Dublin depot. At Shannon's cross-roads a rebel telegraph line was intercepted by the cipher operator accompanying the expedition, but owing to the precaution of the rebel operators but little information of interest to our forces was obtained beyond the fact that a considerable rebel force was posted at Cloyd's mountain, on our line of march. On the morning of the 9th our forces reached Cloyd's mountain, five miles from Dublin depot, and General Crooks at once made an attack upon the rebels, who were protected by earth-works; but after two hours' determined resistance the enemy fled in utter confusion, leaving their dead and wounded. During this engagement the telegraph operator acted as aide-de-camp to the general, and received a complimentary notice from that officer in his official report of the affair. General Crooks pushed on for Dublin depot, and when within three miles of the town met a force of Morgan's men, numbering about one thousand, who had come from Saltville to re-enforce the rebels at Cloyd's mountain, but were not in time to effect a junction. After a skirmish the rebels retreated, and our forces entered Dublin depot, on the Virginia and Tennessee railroad, about three p. m. on the 9th. The depot buildings, rebel government property, and telegraph office here were destroyed, and General Crooks pushed on to destroy the long railroad ten miles from Dublin depot, which, after an engagement of two hours, was accomplished. The object of the expedition having been attained, the command started upon its return, *via* Salt Pound and Peters's mountain, through Union, across Green Brier river to Meadow bluffs, reaching there May 23d, having marched about three hundred miles. At Meadow bluffs we were in telegraphic communication, and cipher messages, detailing operations, &c., were forwarded to headquarters, Washington, D. C.

On the first of June following, General Crooks started with his command for Staunton, Virginia, *via* Lewisburg, Hot and Warm Springs, through Panther Gap, into Augusta valley. At Panther Gap a soldier in rebel uniform was captured, claiming to belong to Imboden's command, but upon being brought to headquarters was found to be the bearer of cipher messages from General Hunter, ordering General Crooks to join him at Charlottesville. The order, however, was afterwards countermanded, and our forces joined the other command at Staunton. From Staunton the expedition moved, *via* Lexington and Buckhannon, crossing the Blue Ridge at the foot of Peaks, of Otter, *via* Liberty, for Lynchburg. On arriving in the vicinity of Lynchburg we encountered the rebel force and whipped it during the first day's engagement. At night the rebels were re-enforced by troops under General Early. After successfully resisting the rebel attack on the second day, our forces fell back, under cover of the night, and started for the Shenandoah valley, but finding that the rebels were pursuing actively, and that probably we could not get out in the direction taken, our column turned towards the Kanawha valley, and marched out, *via* Salem, Saints' Springs, and Lewisburg, to Gauley Bridge. At the latter place orders were received to move the troops on to Charleston, where they took transports for Parkersburg, and from thence by railroad to Martinsburg, Virginia. From Martinsburg the troops were ordered to Harper's Ferry and into Maryland after General Early, who had come down the Shenandoah valley and crossed the Potomac into Maryland. At Hillsborough it was ascertained that Early had fallen back, going towards Snickers's Gap and Winchester, Virginia. Near Hillsborough the 6th corps joined us, and the command moved to Snicker's Gap. The 6th corps moved from here to Washington and General Crooks's for Winchester. At Kearnestown, three miles from Winchester, General Crooks fought General Early on the 24th of July; Crooks was defeated and at night retreated to Bunker Hill. The cipher operator was employed all night in putting the general's official despatches into cipher for transmission from the nearest telegraph station to Washington and other points. Next morning we marched from Bunker Hill to Williamsport, through Shepherdstown to Pleasant valley, and from there to Frederick, and thence to Harper's Ferry and up the Shenandoah valley to Strasburg, but again fell back to Halltown. After remaining at Halltown five days, the command again moved up the valley to Berryville, at which place the cipher operator received orders to return to the department of West Virginia.

On the 26th September, 1864, the military telegraph line from Clarksburg, Virginia, to Weston, was intercepted at Weston by a rebel operator, who, under the pretence of being the regular United States military telegraph operator stationed at that post, transmitted a telegram in the name of the commandant of that post, addressed to the commandant of the post at Clarksburg, stating that three thousand rebels under General Basil Duke were advancing on Weston, and asking how many troops were at Clarksburg, and how many could be sent to Weston. The military operator at Clarksburg felt satisfied from the peculiarity of the manipulation of the telegraph key at Weston, that the telegram was a fraud, and that it had been transmitted by a rebel operator, and so informed Colonel Wilkinson, then in command at Clarksburg. This suspicion, however, was kept from the rebel operator, and an answer regularly transmitted to Weston stating that two thousand troops had just arrived by railroad, and that more were expected during the night. Subsequent facts proved that the rebels were under command of Colonel Wilcher, nine hundred strong, who retreated after plundering Weston and its inhabitants, although the original intention of the rebels had been to capture Clarksburg, and destroy the large amount of government property at that depot, which they could very easily have accomplished, only two companies of troops being stationed at Clarksburg at that time. Whether the subterfuge resorted to on our part was the means of saving Clarksburg and its supplies or not, is unknown.

On the morning of September 27, 1864, the rebels under Colonel Wilcher, about nine hundred strong, captured the town of Buckhannon, burned bridges, and several dwellings, and plundered the inhabitants. Most of the small garrison stationed at this place eluded capture.

On the morning of October 29, 1864, a force of rebel infantry, three hundred strong, under Captain Hill, attacked the federal forces at Beverly, Virginia; but after a sharp contest were repulsed. After the rebels had retreated, the military telegraph repairer stationed at Beverly, having a thorough knowledge of the country, took the lead of our pursuing force, and by taking a short by-road, got to the front of the rebels, when a charge was made, driving the rebels across a creek, taking ninety-three prisoners, and recapturing about forty of our own men, taken in the attack on Beverly. The telegraph employé was complimented in the official report of the affair.

At about eleven a. m., November 28, the rebels in United States uniform, under General Rosser, surprised the federal force at New Creek, Virginia, and took possession of the place. The rebel force consisted of a division of cavalry. Much government property was destroyed. The military telegraph office was seized so quickly that the operator had not time to escape, and was carried off by the retreating rebels. He was robbed of his valuables and clothing, compelled to march barefoot to Harrisonburg, given nothing to eat until the third day of his captivity, and then merely three-quarters of a pound of fresh beef, which had to suffice until the evening of the 5th day, was confined in Castle Thunder, Richmond, and by sharing the blanket of a prison companion was kept from freezing.

On the 11th of January, 1865, at about five o'clock in the morning, a rebel force of about six hundred, under command of General Rosser, surprised and captured the picket post at Beverly, Virginia, passed quietly towards the federal camp, surprised it and captured the whole force, numbering some eight hundred men, under command of Colonel Youart, 8th Ohio volunteer corps. A very humiliating affair.

Herewith will be found my property statement, "A," embracing all the property which has come into my possession during the year.

I have nothing to report on form "B."

Herewith will also be found my statement of public moneys received, &c., during the year. Out of the total amount expended, \$149,799 76 was applied to purchases, and \$124,564 76 to service account.

Have nothing to report on forms "C," "CC," nor "D."

Herewith will be found form "E," showing the articles of property which the enemy has captured during the year while in my possession, and the estimated value thereof.

Have no use for form "F," nothing having been captured from the enemy, and come into my possession.

The following United States military telegraph land and submarine lines were in operation July 1, 1864, under my supervision in the department of West Virginia and the State of Ohio.

	<i>Miles.</i>
From Hamden, O., to Fayette, Va.....	151
From Gallipolis, O., to South Point, O.....	45
From Clarksburg, Va., to Beverly, Va.....	58
From Clarksburg, Va., to Bulltown, Va.....	49
From Green Spring, Va., to Springfield, Va.....	7
Submarine line from Point Pleasant to Ohio shore.....	310
Total.....	310½
The line from Green Spring to Springfield was necessarily abandoned in July, 1864.	7
Leaving.....	303½

Number of miles in operation June 30, 1865, as follows :

From Hamden, Ohio, to Fayette, Va	151
From Gallipolis, O., to South Point, O	45
From Clarksburg, Va., to Beverly, Va	58
From Clarksburg, Va., to Bulltown, Va	49
Cable from Point Pleasant to the Ohio shore	$\frac{1}{2}$
Total	<u>303$\frac{1}{2}$</u>

I have nothing to report upon form G.

Very respectfully, your obedient servant,

S. G. LYNCH,

Captain and A. Q. M., Asst. Sup't.

Major General M. C. MEIGS,

Quartermaster General U. S. A., Washington, D. C.

A true copy :

JOHN V. FUREY, *Captain and A. Q. M.*

Statement of public moneys for fiscal year ending June 30, 1865.

On hand July 1, 1864	\$557 06
Received from officers during the year	285,695 28
Total	<u>286,252 34</u>
Expended during the year	274,364 52
Transferred to other officers during the year	10,000 00
Remaining on hand June 30, 1865	1,887 82
Total	<u>286,252 34</u>

The balance on hand is deposited in my safe.

Statement of property captured and destroyed by the enemy from Captain S. G. Lynch, assistant quartermaster, and its estimated value, during the fiscal year ending June 30, 1865.

No.	Articles.	Estimated value.
3 sets	Pulleys and ropes.....	\$9 00
2	Tool-pouches	2 00
3 pairs	Climbers.....	7 50
2	Hand-vices.....	4 00
2	Hatchets.....	1 50
4	Combination telegraph instruments	100 00
1	Carboy	50
6	Grove zincs	90
6	Grove porous cups.....	30
6	Platinas	3 00
6	Battery tumblers	60
3	Horses	300 00
3	Clamps	30
2	Stone jars.....	30
2	Riding-bridles	2 00
1	Wagon saddle.....	2 00
1	Hatchet and handle.....	75
1	Relay.....(telegraph instrument).....	15 00
1	Key.....do.....do.....	4 00
1	Register.....do.....do.....	30 00
1	Relay magnet .do.....do.....	15 00
1	Single switch.....	2 00
2	Coppers	20
1	Steel file	15
3 pairs	Pincers	1 00
	Total.....	502 00

REMARKS.—Captured by the enemy from telegraph stations and lines operating in West Virginia as United States military lines.

Statement of quartermasters' property for the fiscal year ending June 30, 1865.

Articles.	On hand July 1, 1864.	Received from officers during the year ending June 30, 1865.	Purchased during the year ending June 30, 1865.	Total.	Transferred during the year ending June 30, 1865.	Expended, lost, &c., during the year ending June 30, 1865.	Total.	On hand June 30, 1865.
Axes and handles.....	17	.....	.....	17	.....	.....	.....	17
Beeswax.....	.....	.....	.....	.....	.....	.....	.....	.....
Blanks.....pounds	.....	.....	10	10	.....	.....	.....	.....
Battery syringes.....	.....	.....	5,700	5,700	.....	.....	.....	.....
Brass pulleys.....	.....	.....	12	12	.....	.....	.....	.....
Bone-rubber.....	.....	.....	6	6	.....	.....	.....	.....
Bracket insulators.....	.....	.....	5	5	.....	.....	.....	.....
Battery tumblers.....	2,040	.....	62,674	64,714	.....	1,040	64,714	.....
Blue vitriol.....	138	.....	540	678	.....	12	500	.....
Block insulators.....pounds	277	.....	14,573	14,850	.....	839	13,493	1,357
Blank receipts.....	280	.....	.....	280	.....	.....	280	.....
Brackets.....	1,000	.....	300	1,300	.....	1,280	1,280	20
Battery brushes.....	.....	.....	1,020	1,020	.....	.....	1,020	.....
Battery clamps.....	9	.....	192	201	.....	10	196	5
Battery boxes.....	.....	.....	204	204	.....	.....	204	.....
Blanking paper.....	2	.....	50	52	.....	.....	52	.....
Blank books, 2-quire.....	.....	.....	261	261	.....	.....	261	.....
Blank books, 3-quire.....	.....	.....	37	37	.....	.....	37	.....
Blank books, 4-quire.....	.....	.....	25	25	.....	.....	25	.....
Blank books, 5-quire.....	.....	.....	87	87	.....	.....	87	.....
Blank books, 8-quire.....	.....	.....	3	3	.....	.....	3	.....
Blank books, 8-quire.....	.....	.....	2	2	.....	.....	2	.....
Blanking posts.....	.....	.....	18	18	.....	.....	18	.....
Battery standards.....	4	.....	6	10	.....	.....	6	.....
Bichromate potash.....pounds	.....	.....	96	96	.....	.....	96	.....
Cut nails.....do	.....	450	.....	450	.....	.....	450	.....

Statement of quartermasters' property, &c.—Continued.

Articles	On hand July 1, 1864	Received from officers during the year ending June 30, 1865.	Purchased during the year ending June 30, 1865.	Total.	Transferred during the year ending June 30, 1865.	Expended, lost, &c., during the year ending June 30, 1865.	Total.	On hand June 30, 1865.
Caton switches.....	.....	.....	66	66	.....	.....	.....	.....
Cells, port local battery	12	.....	120	132	.....	.....	.....	.....
Cells, elect. port battery .....	.....	.....	317	317	.....	.....	.....	.....
Cells, army elect. battery.....	.....	.....	150	150	.....	.....	.....	.....
Cells, elect. main battery .....	.....	.....	300	300	.....	.....	.....	.....
Cells, army port battery .....	.....	.....	180	180	.....	.....	.....	.....
Copying ink.....pints.....	.....	.....	73	73	.....	1	.....	.....
Cartridges.....	.....	.....	6	6	.....	.....	.....	.....
Carboys.....	37	.....	233	270	.....	1	.....	.....
Climbers and straps.....	4	.....	103	107	.....	.....	.....	.....
Combination instruments.....	16	.....	82	98	.....	4	.....	.....
Carmine botts.....	.....	.....	25	25	.....	1	.....	.....
Copper wire.....pounds.....	.....	.....	20	20	.....	.....	.....	.....
Copying books.....	.....	2	24	26	.....	2	.....	.....
Carbonized sheets.....	.....	.....	100	100	.....	.....	.....	.....
Connecting screws.....	.....	.....	48	48	.....	.....	.....	.....
Candles.....pounds.....	.....	.....	200	200	.....	200	.....	.....
Coal-oil lamps.....	.....	.....	36	36	.....	.....	.....	.....
Cipher books.....	350	.....	103	453	.....	32	.....	.....
Carbon oil.....gallons.....	12	41	50	103	.....	52	.....	.....
Catgut.....rolls.....	.....	.....	18	18	.....	.....	.....	.....
Cut-off switch.....feet.....	.....	.....	1	1	.....	.....	.....	.....
Catgut.....gallons.....	23	82	40	40	.....	.....	.....	.....
Coal-oil.....gallons.....	.....	.....	8 $\frac{1}{2}$	113 $\frac{1}{2}$	.....	105 $\frac{1}{2}$	.....	.....
Cups, local battery.....			8	8				
Coal.....bushels.....			260	260		260		
Coppers.....	61			61		5		

Cable	1,000	feet																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					</
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Statement of quartermasters' property, &c.—Continued.

Articles.	On hand July 1, 1864.	Received from officers during the year ending June 30, 1865.	Purchased during the year ending June 30, 1865.	Total.	Transferred during the year ending June 30, 1865.	Expended, lost, &c., during the year ending June 30, 1865.	Total.	On hand June 30, 1865.
Instrument boxes .....	.....	.....	6	6	6	.....	6	.....
Insulator wire	10	.....	145	155	125	20	145	10
Iron spools .....	.....	.....	15	15	.....	.....	.....	15
Ink, 2 oz. bottles .....	.....	.....	15	15	15	.....	15	.....
Ink .....	.....	.....	120	120	120	.....	120	.....
Ink .....	.....	.....	168	168	168	.....	168	.....
Ink .....	.....	.....	8	8	8	.....	8	.....
Ink erasers .....	.....	.....	25	26	25	.....	25	.....
Inkstands	1	.....	11,960	11,960	11,960	.....	11,960	1
India-rubber insulated field wire .. feet.	.....	.....	20	20	20	.....	20	.....
India-rubber insulated field wire .. miles.	.....	.....	.....	.....	.....	.....	.....	.....
Insulated wire .....	.....	.....	.....	.....	.....	.....	.....	.....
Ink, bottles	7	.....	2	9	.....	8	8	1
Keys	17	.....	60	77	60	1	61	16
Local battery clamps .....	.....	.....	50	50	50	.....	50	.....
Local porous cups .....	.....	.....	1,108	1,287	1,198	47	1,245	42
Local clamps	179	.....	212	212	212	.....	212	.....
Local jars .....	.....	.....	450	450	450	.....	450	.....
Local coppers .....	.....	.....	206	206	206	.....	206	.....
Local zincs	261	.....	1,670	1,931	1,650	81	1,731	200
Local coppers and pockets .....	.....	.....	250	250	250	.....	250	.....
Local pockets .....	.....	.....	100	100	100	.....	100	.....
Local battery tumblers .....	.....	.....	50	50	50	.....	50	.....
Local batteries .....	.....	.....	9	9	6	.....	6	3
Lightning arresters .....	.....	.....	1	1	1	.....	1	.....
Lead pencils .....	.....	.....	29	29	29	.....	29	.....
Lead pencils	232	.....	156	388	.....	348	348	40
Letter headings .....	.....	.....	6,500	6,500	3,500	1,225	4,725	1,775

[illegible]

Statement of quartermasters' property, &c.—Continued.

Articles.	On hand July 1, 1864.	Received from officers during the year ending June 30, 1865.	Purchased during the year ending June 30, 1865.	Total.	Transferred during the year ending June 30, 1865.	Expended, lost, &c., during the year ending June 30, 1865.	Total.	On hand June 30, 1865.
Platina standard.....	.....	.....	4	4	.....	.....	.....	.....
Platina wire.....	.....	.....	1	1	.....	.....	.....	.....
Pliers.....	.....	.....	350	361	.....	.....	342	19
Pincers.....	11	.....	.....	10	.....	.....	3	7
Post-hole diggers.....	10	.....	.....	16	.....	.....	.....	16
Pocket instruments.....	16	.....	.....	38	.....	.....	.....	5
Pulleys and ropes.....	1	.....	37	114	.....	.....	33	20
Penholders.....	20	.....	94	6	.....	.....	94	.....
Penholders.....gross.....	.....	.....	6	24	.....	.....	6	.....
Paper files.....	.....	.....	24	144	.....	.....	24	.....
Paper fasteners.....	.....	.....	144	39	.....	.....	51	93
Putty.....	.....	.....	39	2,900	.....	.....	39	.....
Quartermasters' blanks.....	500	2,400	.....	1,453½	.....	2,040	2,040	860
Quicksilver.....	.....	.....	.....	1,453½	.....	.....	1,453½	.....
Registers.....	7	.....	32	39	.....	.....	32	7
Register weights.....	.....	.....	21	21	.....	.....	21	.....
Register keys.....	.....	.....	6	6	.....	.....	6	.....
Register pulleys.....	.....	.....	6	6	.....	.....	6	.....
Register paper rolls.....	.....	.....	454	454	.....	.....	453	1
Register paper.....	.....	.....	160	160	.....	.....	160	.....
Relays.....	.....	.....	39	39	.....	.....	39	.....
Red ink.....	.....	.....	144	144	.....	.....	144	.....
Red tape.....	.....	.....	228	228	.....	.....	215	13
Rubber.....	.....	.....	24	24	.....	.....	24	.....
Rubber insulators.....	.....	.....	9,880	9,880	.....	.....	9,880	.....
Rubber sleeving.....	.....	.....	300	300	.....	.....	300	.....
Rubber rings.....	.....	.....	504	504	.....	.....	504	.....
Rubber cement.....	.....	.....	2	2	.....	.....	2	.....

[illegible]

Statement of quartermasters' property, &c.—Continued.

Articles.	On hand July 1, 1864.	Received from officers during the year ending June 30, 1865.	Purchased during the year ending June 30, 1865.	Total	Transferred during the year ending June 30, 1865.	Expended, lost, &c., during the year ending June 30, 1865.	Total	On hand June 30, 1865.
Wrapping paper.....reams..	.....	.....	17	17	17	.....	17	.....
Wrapping paper.....quires..	15.....	.....	10	25	10	15.....	25	.....
Zinc clamps .....	.....	.....	136	136	136	.....	136	.....

A true copy.

JOHN V. FUREY, Captain and A. Q. M.

No. 85.

OFFICE OF THE CHIEF QUARTERMASTER,
Louisville, Ky., October 19, 1865.

GENERAL: I have the honor to transmit herewith a retrospective report of the transactions of the department under my direction for the period commencing October 1, 1861, and ending June 30, 1865. I regret that I have been unable to make it more complete. I am sensible that it is only an outline, and conveys a very inadequate idea of the actual amount of labor performed.

I enclose, also, a statement of receipts and disbursements of public moneys for the fiscal year ending on the 30th of June, 1865.

Please acknowledge the receipt.

Very respectfully, your obedient servant,

ROBT. ALLEN,

Brevet Major General and Chief Quartermaster.

Major General M. C. MEIGS,

Quartermaster General U. S. A., Washington, D. C.

Official copy:

H. A. ROYCE, *Captain and A. Q. M.*

Statement of public moneys received and disbursed by Brevet Major General Robert Allen, quartermaster United States army, for the year ending on the 30th of June, 1865.

On hand July 1, 1864.....	\$628,003 57
Received from officers during the year.....	1,238,594 28
Received from Treasury Department during the year	37,018,955 25
Total.....	38,885,553 10
Expended during the year.....	5,420,101 22
Transferred to other officers during the year	28,513,545 23
Remaining on hand June 30, 1865.....	4,951,906 65
Total.....	38,885,553 10

The balance due the United States is deposited as follows:

Central National Bank at New York.....	1,607,549 28
United States depository at Louisville, Kentucky	3,047,837 78
First National Bank in Philadelphia in 7 3-10 bonds.....	291,477 41
Office safe, in gold and treasury notes.....	5,042 18
Total.....	4,951,906 65

I certify that the above statement is correct.

ROBT. ALLEN, *Brevet Major General and
 Chief Quartermaster, Valley of Mississippi.*

OFFICE OF THE CHIEF QUARTERMASTER,
Louisville, Ky., July 1, 1865.

GENERAL: The close of the last fiscal year being virtually a termination of the rebellion, I deem it proper to take a general but very brief retrospect of the transactions of the department over which I have had control since I entered upon duty at St. Louis in October, 1861. To write a full history of these transactions would be, in effect, to write a history of the war in the west and southwest during this period. The scope of an official report would be insufficient to give even an index to a full record of the labor accomplished and the duties performed.

Commencing my labors with supplying the scattered and destitute forces under the command of Major General Frémont, I afterwards transported them

to points designated for concentration and organization, when the command of the west devolved upon Major General Halleck. Under the active and energetic administration of this officer, the fragments of armies rapidly assumed shape, no time being lost in preparing them for the field, and transporting them to the theatre of action; and now commenced the movements along the Tennessee and Cumberland rivers which resulted in the capture of Forts Henry and Donaldson, the battle of Shiloh, the driving of the enemy from Corinth, and the taking of Columbus, New Madrid, and Island No. 10.

Simultaneously I supplied the army under Major General Curtis, moving against the rebels led by Price in Missouri, terminating in the battle of Pea Ridge, and the utter discomfiture of the enemy in that region. Following the order of events in this meagre outline, I furnished supplies to the armies of Major Generals Grant and Sherman in the interior of Kentucky, Tennessee and Mississippi, and to forces operating along the Mississippi river under their command, leading to the battles of Chickasaw bluff, Grand Gulf, Raymond, Jackson, Champion Hills, the investment and fall of Vicksburg and capture of Pemberton's army.

Next I supplied and transported the command which moved up the Arkansas river and captured Arkansas Post, outfitting the expedition under the command of Major General Steele which operated in Arkansas, kept it constantly supplied, as also the remote and almost inaccessible depots at Forts Smith and Gibson.

I transported the command of Major General Sherman (on his return from Meridian) to Memphis; and on his march across the country to join Major General Grant at Chattanooga, I had steamers in readiness at Eastport to cross the command over the Tennessee river without an hour's delay—a foresight which facilitated the march, and enabled the command to reach Chattanooga just in season to participate in the battle and victory of Mission Ridge.

I fitted out the several cavalry expeditions which operated in eastern Tennessee, Kentucky, southwestern Virginia and North Carolina, under the command of Major Generals Stoneman, Burbridge, and others.

I furnished the supplies for the troops in New Mexico, and on the plains, and fitted out the several Indian expeditions under the command of Major General Sully.

The depot at Nashville derives its principal stores from purchases made by myself and officers serving under my orders. It drew heavily upon the resources of the country, already partially exhausted by the requisitions from other quarters. The heaviest items were purchased at remote points—remote, I mean, from the base of operations—and the transportation monopolized and taxed to their utmost capacity all the steamboats on the western waters, and all the rolling stock on the western and southwestern railroads. It was a herculean task to collect, transfer and concentrate at one point horses and mules by the hundreds of thousands, corn and oats by the millions of bushels, hay by the tens of thousands of tons, wagons and ambulances by the tens of thousands, fitted out with harness, subsistence stores by the hundreds of thousands of tons, and miscellaneous articles, in the aggregate, proportionably large. At the same time immense trains of railroad stock, engines and cars, were brought from the east, crossed over the Ohio river at Louisville, and sent forward to transfer the stores from Nashville to the front.

It was from the depot at Nashville, thus stocked, that Major General Sherman drew the supplies for his grand army, from the beginning of its march to the end, save the requisitions he made upon the enemy. The arduous task of transferring these immense supplies to the ever-changing front devolved upon the present Brevet Major General Donaldson, then chief quartermaster of the department of the Cumberland, and how well that task was performed is known to you and the army.

I have now given a skeleton outline of the operations of the department

directed by myself, but a more distinct conception of the magnitude of the business may be derived from an exhibit of the cash expenditure.

From the 1st of October, 1861, to the 30th of June, 1865, I have received and expended \$106,694,657 24, while there were expended during the same time at St. Louis, under my direction, \$90,799,435 88, making an aggregate expenditure of one hundred and ninety-seven million four hundred and ninety-four thousand and ninety-three and twelve one-hundredths dollars, (\$197,494,093 12.)

As I have before stated, to enumerate the supplies purchased by this vast sum of money is impracticable, but some of the prominent items may be mentioned.

At the two points of St. Louis and Louisville, alone, within the dates given, were purchased 8,864,173 bushels of corn, 26,234,423 bushels of oats, 377,518 tons of hay, 6,638 wagons, 1,269 ambulances, 60,854 sets of harness, 100,364 horses, and 75,329 mules.

But the purchases made by myself or under my immediate supervision, vast as they are, were accomplished with less labor to myself than the task, self-imposed, of revising the vouchers of the inexperienced quartermasters stationed at remote points, or attached to troops in the field. I have not only revised my own accounts, but I have performed the part of auditor in the examination of the accounts of others. Not less than 250,000 vouchers have passed through my hands, and by this system of surveillance millions have been saved to the treasury.

It is no fault of mine that I have not served with marching columns. Major General Sherman did me the honor to apply for my assignment to his command, proposing to confide to me a wide discretion at the commencement of his last memorable march, and it was a service which I sought; but the application was denied, for reasons complimentary to myself—that my services were of more value to the government in the position I occupied as the chief quartermaster of the valley of the Mississippi, in which several armies were operating, than directing the transportation of a single army, already equipped and provided.

In the general direction of my whole business I have received most efficient and able aid from the chief quartermaster of the department of the Missouri, Brevet Brigadier General William Myers. The depot at St. Louis, the largest in the west, has been in his immediate charge. His own reports will show the enormous amount of stores of all kinds which have passed through his hands. His disbursements, second only to my own, amount to \$90,799,435 88, running through 122,088 vouchers. At the depot a very large amount of clothing has been manufactured, and extensive repair shops have been kept in constant operation. More work, with less pretension, has been accomplished at this point than at any other under my control, and I accord to General Myers the chief merit of its performance. He has never been appalled by the magnitude or complication of his duties, but has done his work with cheerfulness and alacrity, every requisition upon him being promptly and successfully met.

At the head of the transportation division was General Lewis B. Parsons, of whose capacity and extent of service I have had occasions before to speak. This meritorious officer being transferred to Washington, and reporting directly to you, will render his own account of his transactions. His zeal, devotion to duty, intelligence, and activity in its performance have been recognized by the government in his promotion.

As individual reports are made to you by each officer, whether serving at depots or not, I need not recount their services. I may mention, however, that from the second of September, 1862, until the thirteenth of July, 1864, the transportation office at St. Louis was in the immediate charge of Captain Charles Parsons, who went out of service by resignation at this latter date. This officer deserves special commendation. He bore the brunt of the labor in this

branch when it was arduous in the extreme; was never found wanting; always ready for duty, day and night, and always prompt in its performance.

At the depot in this city the duties were divided as follows:

Chief of depot for the last nine months—Colonel George F. Clark.

In charge of railroad transportation—Captain John H. Ferry, until October, 1864, since which time Captain J. R. Del Vecchio.

In charge of river transportation—Captain Franklin Ernst.

In charge of forage and miscellaneous supplies—Captain D. O. De Wolf.

In charge of quarters and fuel and miscellaneous disbursements—Captain A. M. Tucker.

In charge of clothing, camp and garrison equipage—Captain G. A. Hull, military storekeeper.

In charge of animals, corrals, and city transportation—Captain J. T. Allen for the principal period; subsequently, Captain J. H. Belcher.

All these officers have been faithful public servants, and it affords me pleasure to bear testimony to their merits.

At St. Louis there were like divisions:

In charge of river and railroad transportation—Captains Charles Parsons and L. S. Metcalf.

In charge of forage—Captains E. D. Chapman and William Currie.

In charge of animals, corrals, city transportation, miscellaneous supplies, quarters and fuel, &c.—Captains G. W. Ford, Edmund Wuerpel, F. A. Seely, John L. Woods, and D. N. Welch—the latter in charge of miscellaneous disbursements.

In charge of clothing, camp and garrison equipage—Captains S. E. Meigs and R. S. Hart.

The vast business transacted at this depot is a warrant of the efficiency of these officers, whose immediate chief has, I presume, set forth their several merits.

The depot at Memphis was ably conducted by Captain A. R. Eddy, and subsequently by Colonel R. E. Clary; at Cairo by Captain A. C. Woolfolk; at Bowling Green by Captain D. Heaney—officers who deserve well of their country.

The clothing branch at St. Louis, first under Captain S. C. Meigs and subsequently under Captain R. S. Hart, you will find, makes a highly satisfactory exhibit in the quantity of the clothing, as well as in the quality of the work. The clothing branch at this depot, under Captain G. A. Hull, military storekeeper, has likewise a praiseworthy record.

In conclusion, I must be permitted to remark that history furnishes few, if any, examples of armies so great, traversing territories so wide, and having their every want, at every step, supplied. It demonstrates how vital to the success of military operations is an efficient Quartermasters' department, a department that it has long since become a habit to abuse. Every officer and every private constitutes himself its accuser and judge. No failure in this department escapes the Argus eyes of censure or the prolific tongues of reproof. It is not only accountable for its own sins, but it is the great scape-goat upon which blundering generals pack their own errors. In view of these facts, I say, it is a proud reflection for the department in the west that its faults, subject to this ordeal, were "past finding out."

Respectfully submitted:

ROBERT ALLEN,

*Brevet Major General and Chief Quartermaster,
Valley of the Mississippi.*

Major General M. C. MEIGS,

Quartermaster General U. S. A., Washington, D. C.

Official copy:

H. A. ROYCE, *Captain and A. Q. M.*

No. 86.

HEADQUARTERS ARMIES OF THE UNITED STATES,
Washington, D. C., September 28, 1865.

GENERAL: I have the honor to submit my annual report for the fiscal year ending June 30, 1865, called for in your General Orders No. 39, of July 1, of the present year.

By reference to my report of last year, rendered on the 28th August, 1864, and which you did me the honor to publish with your own, together with my report for the previous fiscal year, and the Chancellorsville campaign, it will be observed that on the 1st of July, 1864, I was on duty at City Point, Virginia, at the headquarters of the Lieutenant General commanding the armies of the United States, as chief quartermaster armies operating against Richmond. These armies were composed of the Army of the Potomac and Army of the James, and our lines extended from the north side of the James river, near Richmond, to the southeast of Petersburg, a distance of over twenty-five miles, along the whole length of which was almost constant skirmishing night and day. Several attempts had been made before the 1st of July to carry the enemy's works, and to find and turn his flanks, sometimes bringing on severe conflicts, but without material success on our side. I refer to the attacks of the 16th, 17th and 18th of June, and to Generals Wilson and Kautz's expedition to Ream's Station, June 22 to 28, more particularly. It became manifest that the defence of Richmond and Petersburg would be as protracted and stubborn as the resources and ability of the rebel commander could render it.

I proceeded, therefore, under the written orders of the Lieutenant General, to create suitable depots for receiving, storing and issuing necessary supplies for the armies. The principal depot was established at City Point, on the James, at the mouth of the Appomattox, and was made one of the most convenient, commodious, economical and perfect ever provided for the supply of armies. I have already rendered you a special report, on the 24th June last, of this depot, showing amount of wharfage, storehouses, railroad shops, tracks, &c., with a recommendation how to dispose of the same. A secondary depot was kept up at Bermuda Hundred, and a still lesser one at Deep Bottom, more especially for the army of the James. There was an average of some 40 steamboats of all sorts, including tugs, 75 sail vessels, and 100 barges, daily in the James river, engaged in the transportation of supplies, and plying between that river and the northern ports. With such facilities an army of 500,000 men could have been fully supplied within any reasonable distance of our base. I do not know the whole number of vessels employed in our supply. A daily line of boats was established between City Point and Washington for mail and passenger service. Besides this, our transport fleet was constantly engaged in bringing cavalry and artillery horses, mules, clothing, ammunition, subsistence, &c., and in carrying back to Washington broken-down animals and other un-serviceable property. The depot was placed under the charge of Colonel P. P. Pitkin, who held the position of chief quartermaster of the depot until November 7, 1864, when he resigned to accept the position of quartermaster general of the State of Vermont, and was succeeded by Colonel George W. Bradley. Both of these gentlemen were highly experienced, vigorous and accomplished officers, and performed their very arduous and responsible duties with great credit to themselves and advantage to the service.

The chief quartermaster at the principal depot always kept direct charge of the water transportation in James river. The other branches of the department, however, such as employes, forage, clothing and railroad transportation, were in charge of subordinate quartermasters, selected for peculiar fitness, subject to the supervision of the chief depot quartermaster, who was required to report to me

in writing, every day, such as arrivals and clearances of shipping, receipts and issues of clothing, forage, &c. The chief quartermaster of each army was required to render, on or before the 25th of every month, a detailed consolidated estimate, revised and approved by the army commander, of the supplies required for issue to the army the month following. Upon this data I prepared and submitted my estimate for the combined forces on or before the first of each month. This method had very many good results. It compelled all interested to ascertain the real wants of the troops, and to secure their regular and prompt supply. No quartermasters' stores were permitted to be sent to the armies except over my signature. The funds were generally deposited to the credit of Brevet Lieutenant Colonel William T. Howell, on duty in my office as disbursing officer, on my requisition, and distributed by him to division and brigade quartermasters, on their estimates duly approved by the various commanders and countersigned by me. My printed orders and circulars in the hands of my subordinates prescribed the manner in which they should perform their duties on all points where the regulations and general orders were silent.

An extensive repair depot was established near City Point, and placed in charge of Brevet Lieutenant Colonel E. J. Strang, who received all serviceable animals and means of transportation from the Washington depot, and made the issues to the armies, and who received from the armies unserviceable stock, wagons, ambulances, &c., and shipped back all that could not be repaired in his shops. He employed a force of about 1,800 carpenters, wheelwrights, blacksmiths, saddlers, corral hands, teamsters, laborers and guards. During the year ending June 30, 1865, he had repaired 3,653 army wagons, and 2,414 ambulances. He had shod 19,618 horses, and 31,628 mules. He received 27,116 serviceable horses, and 10,893 mules, 436 wagons, and 36 ambulances. He received from the troops 16,344 unserviceable horses, 9,684 mules, 1,392 wagons, and 400 ambulances. He received also by the surrender of Lee's army, 400 horses, 1,300 mules, 101 wagons, and 90 ambulances. He issued to the troops 31,386 horses, 18,891 mules, 1,536 wagons, and 370 ambulances. He sent back for recuperation and repair 13,575 horses, 4,313 mules, 743 wagons, and 36 ambulances, besides a great amount of harness and other property. I mention these items simply to convey an idea of the duties to be performed at depots; this was only one branch.

As soon as we occupied City Point General McCallum, the able officer in charge of United States military railroads, had a strong construction corps on the spot prepared to rebuild the railroad up to our lines near Petersburg; and afterwards, as fast as the army gained ground to the southeast, a temporary extension was laid close to our forces, until finally it extended to Hatcher's run, a distance of about nineteen miles. Along this road were stations, as described in my last report on the Orange and Alexandria railroad, where sidings and platforms were made for the prompt distribution of supplies to the different commands. This road saved much wear and tear of the wagon trains, and enabled the Lieutenant General to concentrate troops rapidly at any desirable point. After the surrender of Lee, this road—the new portion—was dismantled and the material placed in depot, to be disposed of in proper time.

The great field hospital at City Point has been described in other reports. It was a very perfect one for the purpose. The medical officers in charge exercised great taste and judgment in its management. There was a somewhat similar field hospital for the army of the James, at Point of Rocks, on the Appomattox. The medical department of each army had its own wharves, storehouses, transports, and hospitals, under the control of its medical officers. The ordnance and subsistence departments had special wharves and storehouses; so also had General Abbott, who had charge of siege guns and material for the entire line—all constructed by the Quartermasters' department.

Colonel Strang and the other depot officers showed great energy, assiduity, and good judgment in the management of these heavy duties.

On the 1st of the fiscal year the organization of the Quartermasters' department in the "armies operating against Richmond" was complete, and never for a moment has it failed during the year to meet the orders and expectations of the Lieutenant General and the principal commanders in the field, so far as I have had opportunity of being informed.

It is undeniable that the officers of the Quartermasters' department, both in the field and at our depots, have been charged with most important and responsible duties during the rebellion. Had they failed at any time we had no general who could have moved an army. I submit that more consideration is due to a department upon which so much is devolved, and higher grades should be created in order that the chief officers may have a rank that corresponds more nearly with that held by those who fight the troops. It is a noticeable fact that no quartermaster who has served as *such* during the war has risen by *substantial* promotion above the old grade. And still there are quartermasters who have done the army and republic as great service as any brigadier general, and, with very few exceptions, any major general. Officers of the department who are old, too infirm, inert, or otherwise disqualified to take their tours of hard work in the *field* and on *frontier* stations, should at least be retired, in order that the active and business quartermasters who have borne the brunt of the service during the war may have the rank due the positions they have occupied.

I beg to suggest you will deem it expedient to recommend an increase of the Quartermasters' department in your annual report to the honorable Secretary of War—such an increase as will meet the wants of a peace establishment. There have been 400 or 500 volunteer quartermasters appointed during the war. According to the statutes the last of these will go out of service in one year after the termination of the war, which is not yet, however, proclaimed at an end. The increase which I would suggest, and which would be satisfactory, in my opinion, to the principal officers of the department, and would be sufficiently large for the army as it will probably stand in a year's time, is as follows:

- 1 Quartermaster General United States army, rank of major general.
- 3 division quartermaster generals, rank of brigadier general.
- 3 assistant quartermaster generals, rank of colonel.
- 4 deputy quartermaster generals, rank of lieutenant colonel.
- 12 quartermasters, rank of major.
- 48 assistant quartermasters, rank of captain.

This would only add one major general, two brigadier generals, and one major to the present establishment. I suggest three brigadier generals as "division quartermaster generals" for the three grand divisions, to wit: the Atlantic division, Mississippi division, and Pacific division. The list of majors will be an increasing one under the law that promotes assistant quartermasters for fourteen consecutive years' service. Such promotions will, of course, create vacancies in the list of captains.

On the 1st of July, 1864, there were on hand in the armies operating against Richmond means of land transportation as follows: 41,329 horses, 23,961 mules, 4,440 army wagons, 57 2-horse light wagons, and 915 ambulances.

At the beginning of the last campaign my returns show on hand as follows: 24,192 horses, 23,356 mules, 4,071 army wagons, 144 2-horse light wagons, and 907 ambulances.

After the close of the final campaign—say on May 1, 1865—the means of transportation was as follows: 33,948 horses, 25,093 mules, 4,007 army wagons, 140 2-horse light wagons, and 820 ambulances.

This property was used as prescribed in the orders of the Lieutenant General, a copy of which accompanied my last report, and most of it came to Washington with the troops last May and June, and was turned into the depot, as the

troops were discharged, for final disposition under your orders. This transportation was in most excellent condition, and rendered services of vital importance on the last grand campaign from Petersburg and Richmond to Appomattox Court House.

There were many partial movements of the armies from July 1, 1864, to the opening of the last campaign, but they did not render many new dispositions necessary in our department as to the trains.

On the 30th of July the "battle of the mine" was fought. On the 9th of August, near noon, there occurred a fearful explosion in the midst of the City Point depot, killing and wounding some 250 employés and soldiers; throwing down over 600 feet in length of warehouses, and tearing up some 180 lineal feet of the wharf. It was found that a barge laden with ordnance stores had been blown up. Immense quantities of shot and shell were thrown into the air, and much of it fell in the encampment of the Lieutenant General, wounding, however, only one—Colonel Babcock, of his staff. The Lieutenant General himself seems proof against the accidents of flood and field. It was assumed at the time that the explosion was the result of carelessness on the part of some one in or near the barge, but the developments made in the trial of the assassins of the late President would show that it was the dastardly work of that infernal rebel "torpedo bureau" in Richmond. The damages of the depot were soon repaired.

August 18 to 20 the Weldon road was seized and thereafter held. An attempt was also made on our right at Deep Bottom. September 30 the 5th and 9th corps of the army of the Potomac were engaged at Poplar Grove church, and the army of the James captured Fort Harrison and one line of works. October 24 and 25 the army of the Potomac was engaged at Hatcher's run. December 5 the 5th corps, supported by the 9th, made a march towards Weldon. On such occasions the moving columns were generally directed, in orders, to be provided with a small stated allowance of subsistence, forage and ammunition, wagons and ambulances. The main trains remained parked in safe and convenient positions near the outer defences of the City Point depot, but always loaded and fully prepared to move forward whenever and wherever needed. It was the rule, after having passed the James in June, 1864, that each corps should generally be followed by its own trains.

On the evening of the 23d of January, 1865, it was known that the rebels were apparently preparing to make a raid down the James, with their fleet of iron-clads and wooden boats, for the purpose of destroying our depots on the river, particularly that great one at City Point, where supplies had been accumulated and stored to meet the wants of the armies in case the James river and northern ports should be closed by ice. The weather was already very inclement, and the Potomac and Delaware were then, or shortly afterwards, rendered entirely unnavigable by ice. Early on the 24th the rebel fleet approached our obstructions, and one of the iron-clads passed them, but the one following got foul upon them. Our batteries made obstinate resistance and blew up one of the smaller gunboats. Our men even were led with great effect to the bank of the river, and poured volleys of musketry into the ram that had passed the obstructions. The navy at that point was not prepared at the moment for any effective resistance. Had the rebels persisted at that time, they could, had they succeeded, have inflicted upon us incalculable losses, the result of which no one can pretend now to estimate; but most fortunately for us they abandoned the raid and retired to their former position. Two or three days later it was impossible for these boats to make a descent. The navy was thoroughly prepared, and I had sent, by order of the Lieutenant General, my aide-de-camp, Brevet Captain J. W. French, 8th infantry, up the river with vessels laden with coal, who sunk two on the night of the 25th to fill up the gap made in the ob-

structions. He performed the service under the enemy's guns with great gallantry.

Our lines were extended to Hatcher's run on the 7th of February. The enemy attacked and carried Fort Steedman, within the lines of the 9th corps, on the morning of the 25th of March, but were shortly driven out with a loss of some 4,500 killed, wounded, and prisoners. Meantime, the Lieutenant General was preparing to strike the decisive blow of the whole war. The sick were sent to the rear; the different staff departments were ordered to be in readiness with all necessary supplies for the expected march. The arrangements made by me were similar to those described in my reports of other great battles. The trains were laden with ten days' subsistence and forage, and sixty rounds per man of ammunition. The troops were fully supplied with clothing and were required to carry five days' subsistence and forty rounds of ammunition on their persons. The trains were to remain in park, as usual, until the result of the attack should be known.

The movement commenced by the left on the 29th of March. On the evening of April 1, Sheridan overthrew the enemy at Five Forks, and gave us possession of the Southside road. On the next night and morning the 6th corps, under General Wright, carried the enemy's works in its front. The enemy was driven from his works around Petersburg and Richmond, and fled towards the Danville road. He was pursued with such vigor that our forces reached Burk's Junction in advance of him, and obliged him to attempt some other road. At Amelia Court House he lost many of his wagons and troops. Our cavalry hung on his rear and destroyed a great amount of his transportation. The rebel army became utterly demoralized, beaten, dispirited, and was surrendered entire to the Lieutenant General at Appomattox Court House on the memorable 9th of April.

Immediately after the surrender I inspected the rebel trains and saw they were in a horrible condition. I gave orders for the supply of forage to the animals, and that the transportation should be sent in to the City Point depot. Permission had been given that all private horses and mules might be taken away by their owners. I was not greatly surprised to learn afterwards that the greater portion of all the animals, particularly all the good ones, were taken away on this pretext; it was very natural to expect it, and I am told the same was observed after the surrender of other rebel armies.

There finally reached the City Point depot from General Lee's army only 400 horses, 1,300 mules, 101 wagons, and 90 ambulances.

Doubtless many animals, wagons, and ambulances were loaned to confederate officers to enable them to reach certain points, where they probably turned them over.

Having made all the necessary dispositions, the Lieutenant General left on the 10th, to return to City Point. On the 3d, I had directed the superintendent of the railroad to repair it at once as far as Burksville Junction, a distance of 54 miles. The gauge had to be reduced to four feet eight and a half inches from Petersburg. When the Lieutenant General and staff reached Burksville, at noon on the 11th, a special train was in waiting for us, and we arrived at City Point that same night. Supplies were forwarded and the sick and wounded were taken in at once over this road. Subsequently, the road was worked by the government to Danville and Lynchburg.

It is proper to record that I personally accompanied the Lieutenant General and staff on all the campaigns of the year past, and was present in all the principal engagements and battles.

I remained on duty at City Point, directing the reduction of employes, the discharge of transports, and the diminution of expenses generally in the Quartermaster's department, until the 8th of May, when I received a telegraphic order from the Lieutenant General, to report in person to him in Washington. I reported accordingly on the 10th, and since that date have held myself directly

subject to his orders from day to day. I established an office for the settlement of outstanding accounts of the armies lately operating against Richmond, and continued it until yesterday, when Colonel Howell, who was my disbursing officer, was ordered to report to you. The office is no longer necessary for that purpose.

The Treasury Department is now engaged in the settlement of my accounts, which have not been entirely settled since 1856. I request the privilege of attending to this duty before I am again assigned to any permanent station outside of this city. It is important to me and to the government that my accounts shall be closed. I am not responsible now, according to my returns, for any public funds or property, so a better opportunity can never be presented for the settlement. I have stated to you that, in addition, I will cheerfully attend to any duty in this city, such as service on boards, to which you may wish to have me assigned.

My money accounts for the fiscal year are correctly stated below as follows :

On hand July 1, 1864:

Received from officers during the year.....	\$12,000 00
Treasury Department	300,000 00
Total	<u>312,000 00</u>

Expended during the year:

Transferred to other officers during the year.....	<u>\$312,000 00</u>
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The officers who have served under me will furnish you the information called for by paragraphs 2d, 3d, 5th, 6th, 7th, 8th, 9th, and 11th of your order. My duties have been chiefly administrative.

As all the data for a "statistical report" should be in your office, and as such a report of the operations of the Quartermaster's department during the war would be of great interest and value, I would respectfully suggest that two or more competent officers be charged with the duty of compiling it. My observations during the past year have only confirmed me in the opinions expressed in previous reports relative to the outfit of our troops and our means of land transportation.

Brevet Brigadier General R. N. Batchelder succeeded me as chief quartermaster of the army of the Potomac, and continued on that duty until the disbandment of that army. He merited the very high commendations awarded him by all his superiors. He, like myself, has served continuously in the field during the war.

Colonel Charles E. Fuller was acting chief quartermaster of the "army of the James" on our arrival at James river. Subsequently, and at different dates, Colonel J. B. Howard and Brevet Brigadier General George S. Dodge were chief quartermasters of that army, and gave me cordial support. I am very thankful to all the quartermasters who served under me for the uniformly cheerful co-operation extended to me. I have mentioned them more particularly in a special letter asking for brevets, &c.

I beg to repeat my obligations to you and General Rucker and the officers of the Quartermaster's department in Washington for the support and attention given me in the transaction of my official business during the fiscal year.

With high respect, I am your most obedient servant,

RUFUS INGALLS,

Bvt. Maj. Gen. Vols., Chief Q. M. Armies before Richmond.

Brevet Major General M. C. MEIGS,

Quartermaster U. S. A., Washington, D. C.

A true copy :

JOHN V. FUREY,

Captain and Assistant Quartermaster

No. 87.

HEADQUARTERS DEPARTMENT OF THE CUMBERLAND,
Chief Quartermaster's Office, Nashville, Tenn., June 30, 1865.

GENERAL: In compliance with General Orders No. 39, Quartermaster General's office, current series, I have the honor to submit my report of the operations of the Quartermaster's department for the fiscal year ending June 30, 1865.

My report for the year ending June 30, 1864, was mailed to you April 28, 1865. The 1st of July, 1864, found me on duty as chief quartermaster, department of the Cumberland, and of the depot in Nashville.

The department of the Cumberland comprised the State of Tennessee east of the Tennessee river, and west of the Hiawassee river, and such parts of northern Alabama and Georgia as were already in possession of our troops, or might be taken possession of by the armies then actively operating at the front.

Large quantities of stores had been accumulated at Nashville, the great depot, and Chattanooga, Knoxville, and Johnsonville, the minor depots, as well as at Allatoona and Big Shanty, Georgia, along the line of operations.

The depots at Allatoona and Big Shanty were intended solely for the immediate use of the army. Forage, clothing, ordnance, hospital stores, and repairing material for the trains, were accumulated at these points as they were needed. The depots of Nashville and Chattanooga had been expanded to meet any possible emergency, and buildings were erected at Johnsonville, the terminus of the northwestern railroad from Nashville to the Tennessee river. These buildings were necessary from the fact that the Tennessee river is the most reliable channel of communication at all seasons of the year to this portion of the southwest. Supplies can be safely transported to Johnsonville, and a comparatively small body of troops will suffice to protect the northwestern railroad thence to Nashville.

At certain seasons of the year the water in the Cumberland is too low for navigation, and previous raids on the Louisville and Nashville railroad made it expedient to establish a third line. This line was obtained by the construction of the northwestern railroad, and the depot at Johnsonville.

On the 1st of July, 1864, General Sherman's army was in front of Kenesaw mountain, two hundred and fifty miles from Nashville. He had, in round numbers, one hundred thousand (100,000) men, and eighty thousand (80,000) animals; but notwithstanding this formidable force, and its great distance from its base by a single line of rail running through mountain fastnesses, liable to be cut at any time, it never suffered for any essential supply. On the contrary, it had abundance of everything needed from the moment it left Chattanooga to the fall of Atlanta. The Quartermaster's department has reasons to congratulate itself on this result, for it was a grave question, at the time, whether it would be possible to accumulate sufficient supplies at Nashville, and send them by a single line of rail to a huge army operating at such a distance from its base, so that it would not only be able to take Atlanta, the objective point of the campaign, defended as it was by a powerful army behind formidable earthworks, but be enabled to march thence to the sea.

Soon after the occupation of Atlanta, the rebel cavalry, under Wheeler, made a raid on the railroad in rear of the army, and severed its communications between Atlanta and Chattanooga, as also between Chattanooga and Nashville. On the 10th of September communications were restored, and the utmost capacity of military railroads taken to forward supplies. A fortnight brought news of plenty at all points. The army was equipped in time for the brief campaign against Hood early in October, and the 20th corps, which held Atlanta, did not suffer for anything needed.

The great damage sustained by the railroad from Tunnel Hill to Marietta, Georgia, by the movements of the enemy, crippled the department temporarily

but on the 1st of November everything went regularly forward, and the seaward-bound army was preparing for its march. All kind of stores were in Atlanta at the proper time. The nature of the approaching campaign made it necessary to releave the army of its surplus transportation and material. The officer of the Quartermaster's department deserve great credit for the industry they displayed in collecting this property and shipping it to the rear. I have no knowledge that any large amount was lost, although independent commanders at isolated points, in a few instances, ordered the destruction of stores. In a range of country several hundred miles in extent, with troops using public property at innumerable points, it was difficult to withdraw them without incurring some loss.

Hood threatened Decatur in November, and compelled the evacuation of its garrison. A considerable amount of public stores was sacrificed; but take the thing as a whole, and it may be said that comparatively few stores were lost in a movement of such magnitude, upsetting as it did all the previous arrangements.

General Thomas's army, in front of Nashville, drew its supplies direct from the depot; and its gallant attack, defeat and pursuit of the enemy's forces (December 15 and 16, 1864,) did not overtask the capacity of the Quartermaster's department.

It so happened that the army concentrated at Nashville deficient, for the most part, of transportation left behind at Chattanooga and elsewhere; but by the extraordinary foresight and exertions of Brevet Colonel Charles H. Irvin, assistant quartermaster, an officer of great resources, the army was re-equipped and enabled to pursue Hood's shattered forces to the Tennessee river.

With the departure of the 23d and 16th corps south and east, the forces remaining in the department were stationed as follows: the 4th corps at Huntsville, Alabama, and the calvary corps at Eastport, Mississippi.

Early in March orders were given for a probable campaign in East Tennessee. I directed Captain M. D. Wickersham, assistant quartermaster, then inspecting quartermaster army of the Cumberland, to proceed to Knoxville and report upon the wants of the department. He communicated freely by telegraph and letter, and subsequently submitted a full report of affairs in that direction.

About the middle of March the 4th corps was transferred from Huntsville, Alabama, to East Tennessee. A switch was built at Knoxville from the main railroad, storehouses commenced, and stores pushed forward. This work was in progress when intelligence came that Richmond had fallen, and the army which had so stubbornly defended it surrendered. The 4th corps was at once withdrawn to Nashville and re-equipped; and in June a fleet of steamers was collected at Johnsonville to move it to New Orleans. The embarkation was superintended in person by Colonel Mackay, chief quartermaster army of the Cumberland.

LOSS AND DESTRUCTION OF PUBLIC PROPERTY.

The loss and destruction of public property in the department of the Cumberland during the past year has been, comparatively speaking, very small. The total value of property destroyed by fire, by fieshet, captured, abandoned, or destroyed to prevent its falling into the hands of the rebels, will not, I believe, exceed three and a half million dollars—(\$3,500,000) a small sum when the time and extent of operations are considered. In no instance that I am aware of has the loss occurred through the neglect of my subordinate officers. In every case it was occasioned either by the movements of the enemy, the orders of superior military commanders, or causes beyond the control of any one.

The first loss sustained was in August, at Cleveland, during the raid of the rebel General Wheeler into East Tennessee, but the amount of property was small, having been destroyed to prevent its falling into the hands of the enemy.

For similar reasons, and during the advance northward of the rebel army under Hood, in November, property was destroyed at Decatur.

On the 4th of November the rebel General Forrest attacked Johnsonville, the terminus of the Nashville and Northwestern railroad, from the west bank of the Tennessee river. He had a large force of cavalry and artillery, and although the Quartermaster's department made strenuous exertions, sending one of its own regiments from Nashville, in addition to the regular garrison, to defend the place, he succeeded in establishing batteries above and below the depot, shutting in three navy gunboats, eight transports loaded with stores, and eleven barges. After sustaining a heavy cannonading and some severe fighting, the gunboats were disabled, fired and abandoned by Acting Volunteer Lieutenant King, United States navy; and following this example, the officer commanding the garrison ordered the transports to be fired. This being done, the flames spread to the stores on the levee and involved them in a common ruin. The large warehouse, with the engine and machinery for hoisting freight, escaped uninjured. The value of the transports destroyed is estimated at \$300,000; of the barges, \$35,000; total loss estimated at a million and a half of dollars, (\$1,500,000,) five hundred thousand of which were commissary stores. The enemy did not cross the river, but withdrew the next day, satisfied with the mischief he had done.

I am not prepared to believe that the destruction of the property at Johnsonville was necessary, or warranted by circumstances. I think there was a want of judgment on the part of the officer who ordered the transports to be fired. It may be said he apprehended their falling into the hands of the enemy; but the answer to this is, the transports were under his fire, and could have been destroyed at any time.

For months before this occurrence the N. and NW. railroad had been worked to its full capacity, and the few stores remaining after the fire were shipped to Nashville as rapidly as possible. On the 30th of November the post was evacuated without further loss.

The defeat of Hood's army in December, and its retreat across the Tennessee river at Florence, necessitated the establishment of a depot at Eastport, Mississippi. The 16th corps, and cavalry corps, military division of the Mississippi, were transferred there at once. Soon after heavy rains set in, and swelled the Tennessee to the unprecedented height of thirty (30) feet above low-water mark. So sudden and unexpected was the rise, that about twenty thousand sacks of forage and some miscellaneous stores were submerged, and proved a total loss. I do not believe that the loss will exceed one hundred and fifty thousand dollars in value, and it is but just to say that it occurred through no neglect of the officers of the Quartermaster's department; and it was owing to the energy displayed by them that it was not greater.

On the 9th of June the south half of the immense government storehouse in Nashville known as the "Taylor depot," and located at the terminus of the Tennessee and Alabama railroad, was destroyed by fire. It was filled at the time with a large amount of quartermasters' stores, but was fortunately separated from the larger portion of the depot by two massive fire-walls, fifty feet apart, which I had caused to be erected. This precaution saved the larger portion of the building, in which the chief commissary informed me four million dollars of subsistence was stored. The origin of the fire is unknown, though the affair was thoroughly investigated and reported upon by a board of officers. The most plausible theory is, the building took fire from sparks of a locomotive drifting in at one of the sliding doors. It is directly on the railroad track, and a locomotive had been observed passing to and fro only a few minutes before the fire broke out. I am satisfied that extraordinary precautions had been taken to guard the building against fire—such precautions, I venture to say, as are only used in powder magazines; but it was so frail that it went like a flash,

and it was found impossible to save it, though there were three fire-plugs inside the building with the hose attached day and night. The plugs, however, proved of service, as their natural flow of water, after the hose was burnt off, saved a great deal of property around them. The loss of stores will not exceed a million of dollars, most of the iron being saved, and, strange to say, over two hundred barrels of wagon grease, and one hundred and fifty boxes of glass have been recovered from the debris of the ruins. The fire department rendered valuable services at the fire, and but for it the larger half of the depot containing a vast amount of subsistence stores would also have gone. Captain Wainwright, assistant quartermaster, in charge, fortunately had his office detached from the building, and his books and papers escaped uninjured. The closest scrutiny of the case compels me to acquit him from any charge of criminalty or neglect.

On the same day two "forage sheds" at Chattanooga were destroyed by fire, the principal loss being some two million pounds of hay. An explosion at the arsenal was the cause of the fire. Total lost estimated at \$47,814. Here, as at Nashville, the government fire-engines were promptly on hand and rendered good service.

FIRE DEPARTMENT.

An efficient fire department in a crowded city is absolutely necessary to safety. The department of Nashville in the fall of 1863 was wholly inadequate to the purpose, and I organized one of my own, consisting of one steamer, four hand-engines, and one hook and ladder company, the whole under Brevet Colonel (then Captain) Charles H. Irvin, assistant quartermaster.

A like organization was effected at Chattanooga and Knoxville, and the services these organizations rendered at various times, and particularly at the great fire of the 9th of June in Nashville, amply paid for their expense. I am satisfied that it is true economy to always have a steamer on hand at points where great amounts of public stores are accumulated.

HOSPITAL QUARTERS AND STOREHOUSES.

Buildings for hospitals, for the quartering of troops and employés and for the storage of quartermaster, hospital, ordnance and subsistence stores, were extensively erected in the department during the year, and were eminently necessary for the work then in hand. Having fulfilled the purpose for which they were erected, they can now be dispensed with, and sold for a considerable portion of the cost of building them.

But even if they sell for nothing at all, they have amply paid for their expense in the comforts they have afforded our armies, and the security and protection they have given the public stores.

WORKSHOPS.

The repairs of trains and material, and a vast amount of building necessitated the erection of workshops at various points in the department, but chiefly at Nashville and Chattanooga. A large amount of repaired transportation was kept constantly on hand at the former point, and the expediency of doing so was illustrated in the battle of the 15th and 16th of December, 1864, when General Thomas's army having concentrated at Nashville, deficient for the most part of transportation, was refitted from the depot, and was thus enabled to fight the battle and to pursue the enemy to the Tennessee river.

GUNBOATS AND TRANSPORTS ON THE UPPER TENNESSEE.

On the 1st of July, 1864, there were four gunboats and thirteen transports on the upper Tennessee, constructed chiefly at Bridgeport, Alabama, under the

supervision of Brevet Colonel (then Captain) Arthur Edwards, assistant quartermaster, an officer of decided ability in that branch of the service.

The gunboats were transferred to the navy August, 1864, cost \$76,000, and rendered valuable services in patrolling the river between Chattanooga and Decatur. The transports were useful in supplying the army, and moving troops and material to various points on the river.

EMPLOYÉS.

In March, 1864, the number of employés at the depot of Nashville was fifteen thousand seven hundred and fifteen, (15,715,) of which four thousand five hundred and ten (4,510) were employed on military railroads. April 30, 1865, the number of employés was twelve thousand nine hundred and seventy-two, (12,972;) and June 30, 1865, five thousand nine hundred and one; the number diminishing with the importance of operations. In making reductions, officers were instructed to retain old soldiers, refugees and contrabands, in preference to northern labor, as this last was the most costly of all, and at the same time, in the general reductions, could better take care of itself.

MILITARY ORGANIZATION OF QUARTERMASTER EMPLOYÉS.

I early recognized the advantage of organizing my employés into a military force, and in May, 1864, when General Sherman advanced from Chattanooga and the garrison of Nashville was reduced to a low figure, I perfected the organization, and regularly drilled it. (See my Order No. 17, of May 17, 1864, and subsequent reports forwarded to your office.)

The first practical advantage derived from this force was in September, when Nashville was threatened by the rebel General Wheeler. My men turned out with alacrity, and no doubt would have behaved well had the necessity arisen. As it was, the enemy retreated after coming within six miles of the city.

Later, when Johnsonville, Tennessee, was attacked by General Forrest, one of my regiments volunteered to defend it, took its place in the trenches, was under heavy fire, lost several of its members, and behaved well, as all concur in saying. Again on the 30th of November, when Hood advanced on Nashville, my entire force of nearly seven thousand men was moved into the trenches, and in eight days had constructed more than two miles of work. The service thus rendered was acknowledged in the following note from Brigadier General Z. B. Tower, inspector general of fortifications, military division of the Mississippi:

HEADQUARTERS MILITARY DIVISION OF THE MISSISSIPPI,

Office Inspector General of Fortifications, Nashville, Tenn., December 8, 1864.

GENERAL: It gives me great pleasure to acknowledge and thank you for the services of your department in throwing up a girdle of rifle pits, infantry intrenchments, and batteries around the city of Nashville during the past eight days, and for furnishing lumber and other materials so much needed. A large part of this line is connected with the adopted line of defence of the city, and will be finished as a permanent construction. Please express to your department my cordial thanks and appreciation of their invaluable services.

With respect, your obedient servant,

Z. B. TOWER,

Brigadier General, Inspector General of Fortifications, M. D. M.

Brevet Brigadier General J. L. DONALDSON,

Chief Quartermaster, Department of the Cumberland.

Finally, General Thomas assigned the forces of the Quartermaster's department a position in his line of battle before Nashville, December 15 and 16, 1864, (see his order of battle marked Exhibit No. 1,) and it took its place in the trenches while the battle lasted, holding two miles of works and releasing a like number of troops who would otherwise have been held in reserve.

This is the first time the department has been thus recognized by a commanding general, and I desire to thank General Thomas for the compliment paid it.

Other military service was performed by the organization, but it was of small moment, such as scouting and furnishing sentinels and escorts when the garrison of Nashville was unable to furnish them from its own forces. All things considered, I think the organization was a decided success, and recommend it to be generally adopted where there are a sufficient number to make it an object.

HOSPITAL FOR EMPLOYÉS.

The large number of men in the employ of the Quartermaster's department at Nashville and elsewhere early necessitated the establishment of hospitals. Heretofore the men when taken sick were sent to some one of the numerous army hospitals. The consequence was, the department lost sight and sometimes trace of the men, who after a long time would be found acting as nurses or mechanics in some general hospital, when they should have been sent to their proper duties—an expensive arrangement to say the least. To obviate this trouble, and to prevent shirking, malingering, &c., the quartermaster's hospital was established, and I am satisfied it was an economical and valuable adjunct to the department. I will only add, that the institution was made self-sustaining by a tax of one per cent. on the monthly pay of the employés. The fund arising from this tax was transferred to Captain C. T. Wing, assistant quartermaster, my general disbursing officer, and paid out by him on vouchers certified to by the quartermaster and senior surgeon in charge, monthly. Abstracts and vouchers of this fund have been regularly transmitted to your office.

UNITED STATES PRINTING HOUSE.

The "Methodist Publishing House," confiscable property, in the city of Nashville, was taken possession of in January, 1864, by order of Major General George H. Thomas, commanding the department, and used as a government printing house. The operations of the establishment up to June 30, 1864, were given in my last annual report. During the year ending June 30, 1865, over 5,300,000 impressions were made; 4,352 forms printed; 100,000 quires of paper used, and 22,380 quires of blanks furnished, at a total cost to the United States, including pay, commutation, &c., of enlisted men, of \$29,261 40; actual cost to the Quartermaster's department, \$25,456 45. (These figures are shown by the monthly reports of the officer in immediate charge of the printing house, heretofore forwarded to your office.)

The details of the establishment have been under the direction of Brevet Major A. W. Wills, assistant quartermaster, who deserves great credit for its economical management.

The average saving to the government, taking Cincinnati, Chicago, Pittsburg, and Nashville prices, as shown by the monthly reports heretofore sent, is 82½ per cent., though it is believed the actual saving is fully 100 per cent. No work of any description is allowed until a requisition is first approved at this office. At this writing it is being turned over to the "Bureau of Refugees, Freedmen, and Abandoned Lands," as no longer needed for the public service.

The concern merits my warmest praise, and I recommend it to your favorable notice and consideration.

REPAIR OF UNSERVICEABLE TENTAGE.

Since June, 1863, the unserviceable tentage turned in at this depot, and repaired under the supervision of Captain Thomas J. Cox, assistant quartermaster, has been as follows:

Bell tents	2, 825
Common tents	1, 146
Wall tents	1, 320
Sibley tents	2, 864
Hospital tents	523

Total	8, 673
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Government valuation	\$650, 000 00
If condemned and sold would have realized probably	\$13, 000 00
Cost of repairing	10, 590 00
	23, 590 00
	626, 440 00

Showing a saving to the government of over \$625, 000.

Great credit is due to Captain Cox for the economical management of this matter.

PURCHASES.

Purchases of horses, mules, forage, straw, fuel, and small items of material not on hand at the depot, were made from time to time in the department during the year. The chief items of purchase were horses and mules, and it is believed they were had at rates from five to ten dollars below prices north, to say nothing of the cost of transportation, and danger of depreciation from a long journey in cars, or on boats.

REDUCTIONS, ETC.

April 17, 1865, Orders No. 25 were issued to officers of the Quartermaster's department in the department of the Cumberland to forthwith cease all logging and building operations; to reduce the number of employes to the lowest figure compatible with the interest of the service, and to ship all surplus property and articles for repair to the chief depots at Nashville, Chattanooga, and Knoxville.

The further purchase of animals and supplies was prohibited, and officers urged to reduce expenses.

In consequence of this order, immense quantities of camp and garrison equipment, quartermasters' stores and serviceable transportation were poured into the depots. The storehouses were filled to repletion, and the labor incident to the receipt and proper disposal of such a vast amount of material increased the labor of the department for a while; but with the disposal of this property came a lull, which was taken advantage of to further systematize and reduce expenses.

Simultaneous with the order above alluded to, circulars were issued directing immediate steps to be taken to cause all unserviceable property to be inspected with a view to its condemnation and sale. So well was this matter attended to, that at the time General Order 113, War Department, current series, was received, a large quantity of stores at Nashville, already duly inspected and condemned, were advertised for sale. The sale was at once postponed and the list of stores submitted for action in accordance with the order. In the mean time the vast amount of stores accumulated at the depots were concentrated in as few warehouses as possible, and all private buildings not required for the public service returned to their owners. At the depot of Nashville quite a number of hospitals were vacated by the medical department. The most of these buildings were churches, and in several instances orders were given for their repair.

In a number of cases, however, and solely with a view to reduce the number of employes, I had an estimate made by my master mechanic of the damage done and the cost to repair, and then proposed to the trustees that they should take a certain sum of money—say fifteen per cent. less than the estimate of my master mechanic—and forego all claims against the United States for damages. When such propositions were accepted, I have submitted the same to you, with the recommendation that the money be paid. I have no doubt that ultimately all claims for damages to buildings occupied by the United States belonging to loyal owners will be paid. As time rolls by these claims will swell in amount, and my opinion is that they had better be settled at once, on estimates made by ourselves, instead of allowing them to be made by others, who will be interested in presenting them.

STATEMENT OF PUBLIC MONEYS.

On hand July 1, 1864	\$720,516 68
Received from officers during the year.....	2,044,005 97
Received from Treasury Department during the year.....	23,431,470 06
Received from sales of property and other sources during the year.....	9,730 72
Total	<u>26,205,723 43</u>
Expended during the year.....	
Transferred to other officers during the year.....	\$24,821,005 79
Remaining on hand June 30, 1865	1,384,717 64
Total	<u>26,205,723 43</u>

The balance on hand is deposited as follows:

Assistant treasurer United States, New York	\$376,743 04
First National Bank, Philadelphia, Pennsylvania	1,007,974 60
Total	<u>1,384,717 64</u>

In this connexion I wish to call your attention to statement marked Exhibit No. 2, of my disbursing officer, Captain Charles T. Wing, assistant quartermaster, appended to this report.

Captain Wing has performed his responsible duties with ability and faithfulness, and the system he has introduced into his office has been of the greatest service to the department.

Paragraphs III and IV, and paragraph V, except sections 1 and 4, and also paragraphs VII and VIII, of General Order No. 39, and the forms accompanying the order, do not come under the scope of my duties. I however transmit herewith the reports of my depot officers, showing the amount of materials and supplies received and issued during the year at the depot at Nashville, marked, respectively, Exhibits Nos. 3, 4, 5, 6, 7, 8, 9, 10, 11, and 12.

The officers of the department have performed their duties during the year in a creditable manner. Some cases of malfeasance in office have occurred, which have been punished by court-martial and dismissal; but as a general rule, when the magnitude of operations and the large amount of public money and material handled are considered, it must be acknowledged that the Quartermaster's department in the department of the Cumberland has been as faithfully administered as any other department in the vast area of operations.

It only remains to mention the officers who have served under my immediate orders, and whom I deem worthy of notice.

Colonel A. J. Mackay, chief quartermaster, army of the Cumberland, served with the army through all its brilliant operations from the march to Atlanta to the battle before Nashville; witnessing its gradual and final dissolution as an army. During this time he performed his complicated duties to the entire satisfaction of Major General George H. Thomas, commanding, and I need hardly say of mine; and I cannot speak too highly of his ability, faithfulness and devotion to duty.

Captain James F. Rusling, assistant quartermaster, was my chief assistant quartermaster from July 1, 1864, to May 7, 1865, when he received his appointment as inspector Quartermaster's department. During the Atlanta campaign, and afterwards, he was of great assistance to me in the work of supplying the army, and I witnessed his well-earned promotion with pleasure.

Captain F. J. Crilly, assistant quartermaster United States army, was under my orders as disbursing officer, United States military railroads, military division of the Mississippi. He performed these responsible duties satisfactorily, disbursing a vast amount of public money with discretion and despatch; bringing his office down to an admirable system, and displaying large administrative abilities—abilities which were invaluable in his position, as it was a new field, and he could have easily saved or squandered a million and no one be the wiser. I earnestly recommend him for the brevet of lieutenant colonel.

Captain M. D. Wickersham, assistant quartermaster, served on the staff of Major General George H. Thomas, commanding army of the Cumberland, from July 1 to September 16, 1864, as inspecting quartermaster, army of the Cumberland, from September 15 to May 18, 1865, and from May 18 to June 30, 1865, in my office as chief assistant quartermaster, department of the Cumberland. In these several positions he has displayed industry and ability, and no young officer of his grade has a handsomer or more creditable record of services.

Brevet Colonel Charles H. Irvin, assistant quartermaster, and Captain Charles T. Wing, assistant quartermaster, have already been noticed in this report; both have been invaluable in their positions.

Captain C. K. Smith, jr., assistant quartermaster, was in charge of the depot of Chattanooga from July 1, 1864, to June 30, 1865. During all this time, and particularly during the Atlanta campaign, he performed his duties with ability and despatch.

Captain S. B. Brown, assistant quartermaster, has had charge of freight and passenger transportation on all the railroads centring in Nashville. In a work involving such a variety of detail he has succeeded in preserving order and system, and I commend him to your favorable notice and consideration.

Captain T. J. Cox, assistant quartermaster, has had charge of clothing, camp and garrison equipage, for the large armies operating in the department. His duties, in consequence, have been extensive, and it is sufficient praise for me to say that during the year I have not received a single complaint of the want of these essential supplies at any point.

Captain George B. Hibbard, assistant quartermaster, has had charge of forage at the depot, Nashville. It comprises a vast amount, and the care he took of it, working over several hundred thousand sacks of grain which bid fair to spoil, entitles him to my warmest commendation.

Captain W. A. Wainwright, assistant quartermaster, has had charge of receiving and issuing quartermaster stores. In this position he showed zeal and ability; anticipating the wants of the army, so that it never suffered at any time.

Captain E. B. Kirk, assistant quartermaster, served from July to October, 1864, as chief quartermaster district of Etowah; from October, 1864, to May, 1865, in charge of corral, animals, and depot transportation at Chattanooga; and

from May to June 30, 1865, in charge of depot transportation, corral, &c., Nashville. He has displayed good judgment and ability in each of these positions; and his large sales of public animals and materials have been conducted with economy and fidelity.

I have already referred to the services of Brevet Major A. W. Wills, assistant quartermaster, in connexion with the government printing house. In addition to this, he has been in charge of the contraband camp, public buildings and quarters, and a variety of details, all of which have been well managed.

Captain H. M. Smith, assistant quartermaster, had charge of workshops and buildings at Chattanooga till March, 1865; from March to June 30, he had been in charge of cavalry depot, Edgefield; and his management of that concern, and particularly his care and sale of public horses, have been judiciously conducted.

Captain John H. James, assistant quartermaster of Tennessee troops, was under the immediate orders of Governor Andrew Johnson, military governor of Tennessee, though he reported to me for instructions. His duties were arduous and complicated, and he performed them to the satisfaction of Governor Johnson, as the governor personally assured me.

Captain Henry Howland, assistant quartermaster, served at the depots of Bridgeport, Johnsonville, and Nashville. He showed himself a valuable officer at each of those points.

The only acting assistant quartermasters of whom I have any personal knowledge are Captain W. Mills, 74th Ohio volunteer infantry, and First Lieutenant S. H. Stevens, Chicago Board of Trade battery, Illinois volunteers. Both served at the depot, Nashville, and both displayed ability and faithfulness in their sphere. Captain Mills was post quartermaster, and Lieutenant Stevens was in charge of river and depot transportation, levees, fuel of steamers, &c. The duties of these officers were arduous and responsible, and Lieutenant Stevens, especially, deserves great credit for the manner he loaded and unloaded boats, and disposed of the enormous amount of public stores. I refer to his accounts as evidence of this.

Very respectfully, your obedient servant,

J. L. DONALDSON,

Brevet Major General U. S. A., Chief Quartermaster.

Brevet Major General M. C. MEIGS,

Quartermaster General U. S. A., Washington, D. C.

Exhibits Nos. 1 to 12, respectively, accompany this report.

A true copy:

JOHN V. FUREY,

Captain and Assistant Quartermaster.

EXHIBIT No. 1.

HEADQUARTERS DEPARTMENT OF THE CUMBERLAND,
Nashville, Tennessee, December 14, 1864.

[SPECIAL ORDERS No. 342.]

IV. As soon as the weather will admit of offensive operations the troops will move against the enemy's position in the following order:

1st. Brevet Major General A. J. Smith, commanding detachment of the army of the Tennessee, after forming his troops on and near the Harding pike in front of his present position, will make a vigorous assault on the enemy's left.

2d. Brevet Major General J. H. Wilson, commanding the cavalry corps, military division of the Mississippi, with three divisions, will move on and sup-

port General Smith's right ; assist as far as possible in carrying the left of the enemy's position, and be in readiness to throw his force upon the enemy the moment a favorable opportunity occurs. Major General Wilson will also send one division on the Charlotte pike to clear that road of the enemy, and observe in the direction of Bell's Landing, to protect our right rear until the enemy's position is fairly turned, when it will join the main force.

3d. Brigadier General Thomas J. Wood, commanding 4th army corps, after leaving a strong skirmish line in his works from Lamen's Hill to his extreme right, will form the remainder of the 4th corps on the Hillsboro' pike to support General Smith's left, and operate on the left and rear of the enemy's advanced position on the Montgomery Hill.

4th. Major General John M. Schofield, commanding 23d army corps, will replace Brigadier General Kimball's division of the 4th corps with his troops, and occupy the trenches from Fort Negley to Lamen's Hill with a strong skirmish line. He will mass the remainder of his force in front of the works and co-operate with General Wood, protecting the latter's left flank against an attack by the enemy.

5th. Major General James B. Steedman, commanding district of the Etowah, will occupy the interior line in rear of his present position, stretching from the reservoir on the Cumberland river to Fort Negley, with a strong skirmish line, and mass the remainder of his force in his present position to act according to the exigencies of the service during these operations.

6th. Brigadier General John F. Miller, with the troops forming the garrison of Nashville, will occupy the interior line from the battery on hill 210 to the extreme right, including the enclosed work on the Hyde's Ferry road.

7th. The quartermasters' troops, under command of Brevet Brigadier General J. L. Donaldson, will, if necessary, be posted on the interior line from Fort Morton to the battery on hill 210.

The troops occupying the interior line will be under the direction of Major General Steedman, who is charged with the immediate defence of Nashville during the operations around the city.

Should the weather permit, the troops will be formed in time to commence operations at six o'clock a. m., or as soon thereafter as practicable.

By command of Major General Thomas :

WM. D. WHIPPLE,
Assistant Adjutant General.

A true copy :

J. L. DONALDSON,
Brevet Major General, Chief Quartermaster.

A true copy :

JOHN V. FUREY,
Captain and Assistant Quartermaster.

EXHIBIT No. 2.

Statement of public moneys received and disbursed for the fiscal year ending June 30, 1865, by Captain Charles T. Wing, assistant quartermaster, Nashville, Tennessee.

On hand July 1, 1864.....	\$695,522 05
Received from officers during the year	20,415,770 07
Total.....	<u>21,111,292 12</u>

Expended during the year.....	\$10,767,279 65
Transferred to other officers during the year	9,852,997 79
Remaining on hand June 30, 1865.....	491,014 68
	<u>\$21 111,292 12</u>

The balance on hand is deposited as follows :

Louisville depository.....	\$9,043 08
"First National," Cincinnati	54,740 10
Assistant treasury United States, New York.....	213,276 25
Second National Bank, Nashville.....	158,861 25
Safe at office.....	55,094 16
Total.....	<u>491,014 68</u>

Total number of vouchers paid, 44,733.

I certify that the foregoing statement is correct.

CHARLES T. WING, *Captain and A. Q. M.*

A true copy :

J. L. DONALDSON,
Brevet Major General, Chief Quartermaster.

A true copy :

J. V. FUREY, *Captain and A. Q. M.*

Statement of funds estimated and amount received and balance due for the fiscal year ending June 30, 1865.

ESTIMATES.		RECEIPTS.				
Date.	Amounts.	Date.	Cash.	Certificates of indebtedness.	7-30 U. S. bonds.	Total.
July, 1864.....	\$1, 963 882 00 {	September 26, †.....	\$763, 882 00 }	\$1, 200, 000 00	.....	\$1, 963, 882 00
August, No. 1.....	1, 809 881 00 {	September 30, †.....	.....	.....	.....	.....
August, No. 2.....	1, 112, 290 00 }	.....	.....	.....	.....	.....
September, 1864.....	1, 136, 171 00	.....	.....	.....	.....	.....
October, No. 1.....	1, 048, 520 00	January 12, 1-5.....	548, 520 00 }	.....	.....	.....
October, No. 2.....	1, 251, 354 00	February 6, 1-5.....	1, 751, 354 00 }	.....	.....	.....
November.....	1, 127, 549 00	April 17.....	1, 127, 549 00	.....	.....	.....
December.....	2, 948, 845 58 }	March 14.....	916, 950 00 }	.....	.....	.....
January, 1865.....	2, 622, 717 69	April 20.....	700, 000 00 }	.....	.....	.....
February, 1865.....	1, 940, 204 49	May 1.....	1, 321, 895 58 }	.....	.....	.....
March, 1865.....	2, 170, 081 96	May 25.....	1, 841, 660 00	.....	.....	.....
April, 1865.....	2, 024, 342 46	May 25.....	1, 668, 754 00	.....	.....	.....
May, 1865.....	1, 203, 276 50	May 25.....	1, 658, 476 46	.....	.....	.....
June, 1865.....	856, 577 00	.....	.....	.....	.....	.....
	23, 215, 697 68	.....	12, 299, 041 04	1, 200, 000 00	3, 509, 331 90	21, 581, 974 94

* Withdrawn. † Amount of credit with Jay Cooke in 7-30 bonds. § Less transfer to United States military railroads.

SUMMARY.

Amount of estimates for fiscal year..... \$23, 215, 697 68

RECEIPTS.

Certificates of indebtedness..... \$1, 200, 000 00
 Cash..... 12, 299, 041 04
 Seven-thirty bonds..... 3, 509, 331 90
 Disallowed..... 515, 255 00
 Estimate for August and September withdrawn..... 4, 058, 347 00

21, 581, 974 94
 1, 633, 722 74

Balance due, one million six hundred and thirty-three thousand seven hundred and twenty-two dollars and twenty-four cents.

EXHIBIT No. 3.

Statement of chief quartermasters' stores received and issued at the depot of Nashville, Tennessee, by Captain W. A. Wainwright, assistant quartermaster, during the fiscal year ending June 30, 1865.

Articles.	On hand July 1, 1864.	Received from officers.	Purchased.	Manufactured or repaired.	Issued.	On hand June 30, 1865.
Alcohol galls		1, 634			1, 306	328
Anvils		1, 091			456	635
Augers		16, 275			5, 343	10, 932
Axes		56, 668			32, 638	24, 030
Bits, assorted		8, 973			5, 602	3, 371
Brushes, horse	14	34, 900			21, 022	13, 892
Blankets, saddle	6	7, 417			6, 222	1, 201
Bridles, assorted		16, 011			9, 278	6, 733
Bows, wagon	36	21, 659			18, 110	3, 585
Bellows		783			326	457
Blocks and tackle		1, 299			670	629
Buckets, assorted	8	22, 492			16, 719	5, 781
Brooms, assorted		10, 899			8, 893	2, 006
Balls and chains		233			42	191
Brushes, assorted		8, 278			5, 351	2, 927
Bolts, carriage and tire		631, 810			413, 269	218, 541
Belting, leather and rubber feet		31, 140			15, 903	15, 237
Blue, Prussian pounds		12, 036			8, 904	3, 132
Chains, assorted		64, 154			43, 291	20, 863
Collars, assorted	2	15, 318			12, 272	3, 048
Combs, curry	14	17, 310			15, 902	1, 422
Covers, wagon	12	26, 121			15, 053	11, 080
Chisels, assorted		7, 317			3, 649	3, 668
Cuffs, hand		1, 104			291	813
Chalk, white and red pounds		7, 311			4, 199	3, 112
Duck, assorted yards		12, 039			9, 074	2, 965
Forks, assorted		2, 026			704	1, 322
Files, assorted		51, 157			42, 319	8, 838
Glass, assorted boxes		9, 036			3, 129	5, 907
Grease, wagon pounds	6	389, 109			170, 664	218, 451
Grease, wagon boxes		2, 453			2, 453	
Harness, single sets	36	26, 647			21, 669	5, 014
Hounds, assorted		7, 643			6, 268	1, 375
Hinges, assorted pairs		65, 497			29, 686	35, 811
Irons, tweer		1, 602			568	1, 034
Iron, assorted pounds	69	6, 535, 604			3, 269, 803	3, 265, 870
Lanterns		7, 689			4, 322	3, 366
Leather, harness pounds	16	330, 069			233, 269	96, 816
Leather, bridle sides	1	8, 255			7, 804	452
Leather, bridle pounds		34, 373			22, 504	11, 869
Lead, white do		92, 580			76, 230	16, 350
Medicines, horse cases		529			295	234
Nails, cut and clinch, ass'd pounds		3, 093, 055			1, 780, 135	1, 312, 920
Nuts, assorted do		73, 374			33, 882	39, 492
Nails, horseshoe do	28	351, 417			250, 061	101, 384
Oil, linseed gallons		10, 164			9, 058	1, 106
Oil, neat's-foot do		18, 466			14, 698	3, 768
Oil, lard do		12, 300			11, 950	350
Oil, fish do		200			2	198
Oil, coal do		4, 739			4, 169	570
Putty pounds		34, 262			21, 440	12, 822
Planes, assorted	3	9, 821			4, 123	5, 701

Statement of chief quartermasters' stores—Continued.

Articles.	On hand July 1, 1864.	Received from officers.	Purchased.	Manufactured or repaired.	Issued.	On hand June 30, 1865.
Picks		18,071			6,932	11,139
Paulins		2,426			1,598	828
Pipe, stove..... pounds..	12	31,447			28,039	3,420
Pitch		311			136	175
Pitch		21,714				21,714
Ranges		215			185	30
Rosin..... pounds..		4,531 $\frac{1}{2}$			2,813	1,718 $\frac{1}{2}$
Rasps, horse.....		17,454			12,034	5,420
Rings, assorted..... gross..		2,969			2,290	679
Red, venetian..... pounds..		24,112			23,100	1,012
Rope, assorted..... do		503,227			248,735	254,492
Shoes, horse..... do	98	2,604,820			1,285,220	1,319,698
Stoves, assorted.....		3,626			2,598	1,028
Saddles, assorted.....		13,785			10,381	3,404
Straps, assorted.....		64,737			25,000	39,737
Screws		10,493			7,849	2,644
Sash, lights.....		16,718			16,334	384
Sash		4,211			200	4,011
Sulphur		3,051			1,034	2,017
Squares, assorted.....	1	3,776			2,877	900
Saws, assorted.....		12,976			5,528	7,448
Shovels		32,073			16,446	15,627
Spades		25,200			8,332	16,868
Scales, assorted.....		467			90	377
Stones, grind.....		629			362	267
Steel, assorted..... pounds..		316,460			87,370	229,090
Spikes, assorted..... do		551,675			211,500	340,175
Shoes, mule..... do	21	2,244,634			1,147,693	1,096,962
Tools, blacksmith's..... sets..		1,293			517	776
Tools, carpenter's..... do		316			186	130
Tools, wheelwright's.....	1	486			275	212
Tools, saddler's.....	1	792			237	556
Turpentine..... gallons..		6,174			5,495	679
Tin, assorted..... boxes..		1,014			379	635
Tools, shoeing..... sets..		516			405	111
Whips, wagon.....	8	23,113			19,364	3,757
Vices		780			306	474

I certify that the foregoing statement is correct.

W. A. WAINWRIGHT, *Captain and A. Q. M.*

A true copy:

J. L. DONALDSON,
Brevet Major General, Chief Quartermaster.

EXHIBIT No. 4.—Statement of clothing, camp and garrison equipage for the fiscal year ending June 30, 1865.

Articles.	On hand July 1, 1864.	Received from officers during the year ending June 30, 1865.	Purchased during the year ending June 30, 1865.	Manufactured during the year ending June 30, 1865.	Captured, gained, taken up, &c., during the year ending June 30, 1865.	Total.	Issued and transferred during the year ending June 30, 1865.	Sold, lost, expended, &c., during the year ending June 30, 1865.	Total.	On hand June 30, 1865.
Axes	6, 196	24, 517	.....	.....	.....	30, 713	20, 433	.....	20, 433	10, 280
Axes, pick	6, 134	6, 232	.....	.....	.....	12, 366	9, 356	.....	9, 356	3, 010
Blowses, lined	50, 554	263, 280	.....	.....	.....	313, 834	229, 724	.....	229, 724	84, 110
Blowses, unlined	30, 694	77, 438	.....	.....	.....	108, 132	65, 604	.....	65, 604	42, 528
Boots	28, 149	246, 898	.....	.....	.....	275, 047	218, 083	.....	218, 083	56, 964
Bootees	92, 356	526, 050	.....	.....	.....	618, 406	420, 138	.....	420, 138	198, 268
Blankets, woollen	14, 400	223, 811	.....	.....	.....	238, 211	192, 547	.....	192, 547	45, 664
Blankets, rubber .....	.....	125	.....	.....	.....	125	.....	.....	.....	125
Blankets, painted	4, 432	163	.....	.....	.....	4, 595	1, 868	.....	1, 868	2, 727
Coats, frock, infantry	23, 976	36, 176	.....	.....	.....	60, 152	45, 365	.....	45, 365	14, 787
Coats, great, infantry	66, 528	132, 589	.....	.....	.....	199, 117	96, 576	.....	96, 576	102, 541
Coats, great, cavalry	25, 477	45, 653	.....	.....	.....	71, 130	54, 585	.....	54, 585	16, 545
Coats, great, irregular	1, 878	11, 802	.....	.....	.....	13, 680	6, 605	.....	6, 605	7, 075
Caps	31, 009	75, 488	.....	.....	.....	106, 497	66, 570	.....	66, 570	39, 927
Canteens	29, 512	190, 068	.....	.....	.....	219, 580	141, 395	.....	141, 395	78, 185
Camp kettles	10, 465	18, 760	.....	.....	.....	29, 225	26, 124	.....	26, 124	3, 101
Drawers	71, 691	757, 839	.....	.....	.....	829, 530	585, 140	.....	585, 140	244, 390
Hats	25, 323	242, 409	.....	.....	.....	267, 732	184, 591	.....	184, 591	83, 141
Haversacks	29, 755	207, 802	.....	.....	.....	237, 587	138, 087	.....	138, 087	99, 500
Handles, axe	4, 755	29, 231	.....	.....	.....	33, 986	22, 152	.....	22, 152	11, 834
Handles, pickaxe	9, 018	5, 390	.....	.....	.....	14, 408	9, 285	.....	9, 285	5, 123
Handles, hatchet	4, 779	10, 272	.....	.....	.....	15, 051	7, 690	.....	7, 690	7, 361
Hatchets	5, 062	10, 135	.....	.....	.....	15, 197	7, 690	.....	7, 690	7, 507
Jackets, cavalry	39, 201	38, 609	.....	.....	.....	77, 810	57, 763	.....	57, 763	20, 047
Jackets, artillery	7, 324	12, 916	.....	.....	.....	20, 240	16, 533	.....	16, 533	3, 707
Knapsacks .....	.....	101, 484	.....	.....	.....	101, 484	60, 999	.....	60, 999	40, 485

Statement of clothing, camp and garrison equipage, &c.—Continued.

Articles.	On hand July 1, 1864.	Received from officers during the year ending June 30, 1865.	Purchased during the year ending June 30, 1865.	Manufactured during the year ending June 30, 1865.	Captured, gained, taken up, &c., during the year ending June 30, 1865.	Total.	Issued and transferred during the year ending June 30, 1865.	Sold, lost, expended, &c., during the year ending June 30, 1865.	Total.	On hand June 30, 1865.
Mess-pans	22,937	35,792	.....	.....	.....	58,729	27,615	.....	27,615	31,114
Ponchos, rubber, tent.....	34,992	192,128	.....	.....	.....	227,120	160,400	.....	160,400	66,720
Shirts	99,167	691,557	.....	.....	.....	790,724	608,374	.....	608,374	182,350
Stockings	90,032	1,171,669	.....	.....	.....	1,261,701	1,094,179	.....	1,094,179	167,522
Shovels	2,839	17,512	.....	.....	.....	20,351	10,043	.....	10,043	10,308
Spades .....	.....	17,359	.....	.....	.....	17,359	10,578	.....	10,578	6,781
Trowers, infantry	53,136	492,581	.....	.....	.....	545,717	403,430	.....	403,430	142,287
Trowers, mounted	32,040	178,380	.....	.....	.....	210,420	193,809	.....	193,809	16,611
Trowers, irregular	14,346	11,594	.....	.....	.....	25,940	18,220	.....	18,220	7,720
Tents, hospital	281	4,202	.....	.....	.....	4,483	2,518	.....	2,518	1,965
Tents, wall	107	2,670	.....	.....	.....	2,777	2,016	.....	2,016	1,761
Tents, Sibley	171	281	.....	.....	.....	452	362	.....	362	90
Tents, bell	10	334	.....	.....	.....	344	344	.....	344	.....
Tents, common	269	2,455	.....	.....	.....	2,724	206	.....	206	2,518
Tents, shelter	28,993	196,502	.....	.....	.....	225,495	156,576	.....	156,576	68,919
Tent-flies, hospital	320	3,926	.....	.....	.....	4,246	2,595	.....	2,595	1,651
Tent-flies, wall	468	2,341	.....	.....	.....	2,809	1,886	.....	1,886	923

THOMAS J. COX, Captain and A. Q. M.

J. L. DONALDSON, Brevet Major General, C. Q. M.

A true copy:

EXHIBIT No. 5.

Statement of chief articles on hand, purchased, manufactured, or repaired, and issued by Brevet Colonel Charles H. Irvin, assistant quartermaster, during the fiscal year ending June 30, 1865, at the depot of Nashville, Tennessee.

Articles.	On hand July 1, 1864.	Received from officers.	Purchased.	Manufactured or re-paired.	Issued.	On hand June 30, 1865.
Ambulances	204	676	.....	482	510	2
Benches .....	.....	.....	.....	1,900	1,900	.....
Boxes, packing .....	.....	.....	.....	5,196	5,196	.....
Bolts, carriage	31,557	.....	.....	.....	2,890	.....
Blankets, saddle	142	5,442	.....	.....	3,502	40
Bolts, king .....	.....	517	.....	9,600	2,316	.....
Bolts, tongue .....	.....	.....	.....	10,300	1,622	.....
Bows, ambulance	48	144	.....	534	700	.....
Bows, wagon	5,316	6,378	.....	9,355	25,381	.....
Boxes, feed	812	1,372	.....	3,160	2,182	.....
Bridles, riding	463	5,869	.....	2,148	2,812	24
Bridles, wagon	721	9,264	.....	5,640	6,043	6,540
Brushes, horse	1,209	8,440	.....	.....	3,980	1,183
Buckets, water	921	5,670	.....	.....	2,391	568
Bars, wagon .....	.....	.....	.....	88,300	.....	.....
Bands, wagon .....	.....	.....	.....	18,649	.....	.....
Beds, wagon .....	.....	.....	.....	1,539	.....	.....
Boards, wagon .....	.....	.....	.....	7,140	.....	.....
Bolsters, wagon .....	.....	.....	.....	2,215	.....	.....
Braces, wagon .....	.....	.....	.....	2,957	.....	.....
Bolts, wagon .....	.....	.....	.....	60,470	.....	.....
Boxes, jockey .....	.....	.....	.....	2,366	.....	.....
Bricks	20,950	7,200	12,450	2,560,000	458,000	.....
Boards, clap .....	.....	.....	5,500	.....	.....	.....
Carts	8	329	.....	151	252	58
Chains, bearing	325	7,254	.....	.....	3,256	330
Chains, fifth	400	2,544	.....	.....	1,584	30
Chains, halter	1,546	19,375	.....	.....	14,924	3,580
Combs, curry	1,267	6,496	.....	.....	3,707	683
Covers, pack .....	.....	601	.....	400	400	.....
Covers, wagon	770	4,890	.....	.....	2,400	1,000
Chains, breast	150	4,542	.....	.....	674	328
Chains, stretcher	100	1,238	.....	.....	639	90
Chains, cap and tongue .....	.....	6,585	.....	1,565	1,515	.....
Collars, horse	632	2,919	.....	1,000	5,716	3,044
Collars, mule	6,566	8,880	.....	2,000	5,500	5,642
Conductors, tin, feet .....	.....	.....	.....	12,963	.....	.....
Conductors, iron, feet .....	.....	.....	.....	1,000	1,000	.....
Cans, oil .....	.....	.....	.....	863	800	63
Cups, tin .....	.....	.....	.....	5,700	5,000	700
Checks, baggage .....	.....	.....	.....	2,000	2,000	.....
Chests, arm .....	.....	.....	.....	100	100	.....
Drays	22	108	.....	32	32	22
Drills	100	.....	.....	9,986	9,000	986
Doors .....	.....	.....	.....	950	950	.....
Desks	20	.....	.....	850	860	20
Felloes, cart .....	.....	.....	.....	1,024	1,024	.....
Felloes, wagon	4,740	2,553	.....	45,970	7,827	.....
Flooring, feet .....	.....	4,800	.....	.....	11,626	.....

Statement of chief articles on hand, &c.—Continued.

Articles.	On hand July 1, 1864.	Received from officers.	Purchased.	Manufactured or re-paired.	Issued.	On hand June 30, 1865.
Flues				1,000		
Flanges				550		
Frames, window				3,494	3,494	
Frames, door				560	560	
Grease, wagon		6,500			5,500	1,000
Gates, end	706	362		4,761	1,031	40
Gearings, hind and front	1,500			5,065	200	
Gutters, tin						
Horses	1,846	36,499	1,032		36,500	100
Halters, head	1,072	8,989		4,076	5,624	340
Halters, rope		15,267			13,960	160
Harness, ambulance, sets		730			991	102
Harness, cart, sets	8	347		184	282	76
Harness, wh'l, sets	1,646	14,202		4,116	5,992	3,500
Harness, lead, sets	2,355	23,218		3,700	13,420	5,640
Hounds, hind and front	750	138		2,484	1,000	
Harness, dray, sets					10	
Hames, pairs		3,313			2,551	
Hammers, wagon	1,637	1,848		1,164	3,309	220
Kettles, camp	100	1,900		890	1,800	190
Lines, check		714		134	790	
Leathers, linchpin				88,300	88,300	
Lines, lead	110	2,798		6,397	7,330	709
Links, coupling	536			2,250	1,081	
Links, assorted				15,332		
Lumber, assorted, feet	275,819	7,586,865	6,055,355	11,707,900	7,886,196	1,560,200
Logs, board measure, feet	50,000		11,707,900		864,600	
Laths, feet			30,800		5,000	
Lime, bushels	4,021			30,000	15,000	500
Mules	5,380	24,152	19,738		35,120	560
Oxen	355	32			122	
Poles, coupling	133	377		2,616	1,065	
Poles, ridge		270		2,950	1,670	
Pots, tar	174	3,149			2,085	290
Pins, linch	100	11,430		10,915	3,422	
Pins, coupling	300			2,820	1,843	
Pipe, stove, pounds		10,000		30,644	7,060	4,000
Plates, tin				2,880	2,000	880
Pans, mess	220	1,000		1,260	2,260	220
Rails, wagon	900			9,337	2,805	
Rings, open		1,500		10,000	5,000	
Rings, assorted				9,236		
Sticks, candle				500		
Scoops, pontoon				590	590	
Sash, lights		2,400		25,000	10,500	
Shakes				11,844	11,844	
Strings, hame		1,750		16,590	16,590	
Spokes, wagon		2,574	14,000	48,398	3,453	
Spokes, cart				3,400	389	
Saddles, pack		983			515	1,734

Statement of chief articles on hand, &c.—Continued.

Articles.	On hand July 1, 1864.	Received from officers.	Purchased.	Manufactured or re-paired.	Issued.	On hand June 30, 1865.
Saddles, riding.....	289	1,547	.....	.....	2,326	124
Saddles, wagon.....	589	6,811	.....	726	2,798	2,490
Spreaders.....	4,075	3,467	.....	.....	3,641	50
Sticks, jockey.....	1,551	5,112	.....	32,790	12,040	260
Straps, halter.....	1,770	5,387	.....	5,400	7,843	50
Straps, neck.....	51	13,472	.....	1,101	13,619	3,090
Straps, hame.....	200	7,484	.....	1,350	6,150	.....
Straps, swing.....	.....	.....	.....	1,500	1,500	.....
Slats, wagon.....	.....	.....	.....	14,137	.....	.....
Shingles.....	.....	369,500	4,500,700	.....	2,250,275	.....
Spokes.....	.....	.....	14,500	.....	.....	.....
Sash, window.....	.....	600	.....	14,296	7,073	.....
Scantling.....	.....	.....	.....	.....	17,365	.....
Tongues, amb'lance.....	40	169	.....	1,980	800	.....
Tongues, wagon.....	1,155	787	.....	7,682	2,473	.....
Trees, double.....	4,000	3,426	.....	1,395	2,571	931
Trees, single.....	.....	15,234	.....	9,073	12,571	360
Tires, wagon, re-paired.....	.....	.....	.....	3,434	.....	.....
Tires, wagon, manufactured.....	.....	979	.....	460	.....	.....
Timber, feet.....	.....	.....	.....	.....	25,000	.....
Ties, railroad.....	.....	.....	.....	1,370	1,370	.....
Tables.....	400	.....	.....	1,600	1,000	200
Tanks, water.....	.....	.....	.....	20	20	.....
Wagons.....	792	3,867	.....	406	2,790	387
Wagons, water.....	4	.....	.....	25	29	20
Wagons, log.....	.....	71	.....	144	164	20
Wagons, two-horse or mule.....	50	247	.....	231	179	31
Wagons, hay.....	10	3	.....	20	40	10
Wagons, lumber.....	72	110	.....	.....	72	.....
Wagons, wood.....	50	19	.....	35	85	.....
Wagons, pontoon.....	.....	.....	.....	40	40	.....
Wagons, transfer.....	.....	127	.....	57	165	.....
Wagons, spring.....	.....	19	.....	13	15	2
Wagons, repaired.....	.....	.....	.....	4,210	.....	.....

The above report, owing to the fact of my returns not being made up, and a great many papers out, is not correct to the letter, but as near as can be got at.

Very respectfully, your obedient servant,

CHARLES H. IRVIN,
Brevet Colonel and A. Q. M.

A true copy:

J. L. DONALSON,
Brevet Major General, Chief Quartermaster.

EXHIBIT No. 6.

Statement of public animals received and issued at the depot of Nashville, for the fiscal year ending June 30, 1865, from reports made by Captains Kirk, James, and Howland, assistant quartermasters.

	No. of horses.	No. of mules.	No. of wagons.	No. of ambula's.	Sets of harness.
On hand.....	240	6,495	218	100	6,235
Received.....	6,124	21,652	1,180	60	7,566
Purchased.....	757	4,215	.....	.....	.....
Taken up.....	87	349	.....	.....	7
Total.....	7,208	32,711	1,398	160	13,808
Issued.....	6,774	18,767	427	75	6,787
Sold.....	85	3,900	.....	.....	.....
Died.....	4	292	.....	.....	.....
Total.....	6,863	22,959	427	75	6,787
Remaining on hand.....	345	9,752	971	85	7,021

Respectfully submitted :

J. L. DONALDSON,
Brevet Major General, Chief Quartermaster.

A true copy :

JOHN V. FUREY, Captain and A. Q. M.

EXHIBIT No. 7.

Statement of forage received, issued, remaining on hand, and purchased, in department of the Cumberland, for the fiscal year ending June 30, 1865.

Officers' names.	Corn.	Oats.	Hay.	Fodder.	Straw.	Barley.	Rye.	Bran.	Shorts.	Total.	Am't paid.
DEPOT OF NASHVILLE.											
Capt. Geo. B. Hibbard, A. Q. M.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	
On hand July 1, 1864	3,862,747	20,214,008	926,000							25,002,755	
Received	117,932,317	126,905,257	94,535,560							339,373,134	
Total	121,795,064	147,119,265	95,461,560							364,375,889	
Issued	96,079,939	134,871,352	85,781,178							316,732,469	
Remaining on hand June 30, 1865	25,715,125	12,247,913	9,680,382							47,643,420	
DEPARTMENT OF THE CUMBERLAND.											
Capt. C. T. Wing, A. Q. M.											
Capt. John H. James, A. Q. M.	28,148,276	2,376,472	19,713,847	2,485,518	19,670	33,970	600	34,859	6,027	52,819,239	\$738,369 84
Purch'd and paid for at Nashville.	945,265	278,360	1,115,195							*2,338,820	
Purchased and paid for in department of Cumberland.											
Total amount purchased	29,093,541	2,654,832	20,829,012	2,485,518	19,670	33,970	600	34,859	6,027	55,158,059	

* Cost not reported.

RECAPITULATION.

On hand July 1, 1864	3,862,747	20,214,008	926,000	2,485,518	19,670	33,970	600	34,859	6,027	25,002,755	
Received from officers and by purchase	147,025,858	129,560,089	115,290,602	2,485,518	19,670	33,970	600	34,859	6,027	394,531,193	
Total	150,888,605	149,774,097	115,364,602	2,485,518	19,670	33,970	600	34,859	6,027	419,533,948	
Issued	125,173,480	137,526,184	106,610,220	2,485,518	19,670	33,970	600	34,859	6,027	371,890,528	
Remaining on hand June 30, 1865	25,715,125	12,247,913	9,680,382							47,643,420	

Average rate of purchase price: corn, 98½ cents per bushel of 56 pounds; oats, 45 3-20 cents per bushel of 32 pounds; hay, 96 cents per 100 pounds; fodder, 94½ cents per 100 pounds; straw, 26½ cents per 100 pounds; barley, \$1 14 per bushel of 48 pounds; rye, 42 cents per bushel of 56 pounds; bran, 2 cents per pound; shorts, 1 cent pound.

Respectfully submitted:

A true copy:

J. L. DONALDSON, *Brevet Major General, Chief Quartermaster.*JOHN V. FUREY, *Captain and Assistant Quartermaster.*

EXHIBIT No. 8.

Statement of fuel received and issued for the fiscal year ending June 30, 1865, by Brevet Major A. W. Wills, assistant quartermaster, at the depot of Nashville, Tennessee.

Date.	Amount on hand July 1, 1864.		Amount contracted for.		Amount received.		Amount issued.		Amount on hand June 30, 1865.		Remarks.
	Wood, cords.	Coal, bushels.	Wood, cords.	Coal, bush.	Wood, cords.	Coal, bushels.	Wood, cords.	Coal, bushels.			
From July 1, 1864, to Oct. 13, 1864.	22,382	75,152			12,954	47,924	35,336	123,076			As per Capt. Jno. T. Isoms, A. A. Q. M.'s report. As per Capt. William Mills, A. A. Q. M.'s report. As per Brevet Major A. W. Wills, A. Q. M.'s account.
From Oct. 13, 1864, to May 31, 1865.			130,000		123,809	306,067	78,809	306,067			
From May 31, 1865, to June 30, 1865.			4,655		10,162	32,231	2,295	9,312	55,162	22,919	
Total.....	22,382	75,152	134,655		146,925	386,222	116,440	438,455	55,162	22,919	

I certify that the above statement is correct.

A true copy:

A. W. WILLS,
Brevet Major and Assistant Quartermaster.

J. L. DONALDSON,
Brevet Major General, Chief Quartermaster.

EXHIBIT No. 9.—Statement of vessels chartered or employed at the depot of Nashville, Tennessee, for the fiscal year ending June 30, 1865.

Name of vessel.	Kind of vessel.	Tonnage.	Period of service.		Rate of pay per day.	Total earnings.	Remarks.
			From—	To—			
David Hughes.....	Transport		July 15, 1864	Aug. 18, 1864	\$90	\$3, 093 75	
Julian.....	do.....		Aug. 1, 1864	Aug. 20, 1864	40	776 66	
Piketon.....	do.....		Aug. 14, 1864	Sept. 14, 1864	100	3, 150 00	
N. J. Bigley.....	do.....		Aug. 23, 1864	Sept. 18, 1864	150	3, 975 00	
General Sigel.....	do.....		Sept. 9, 1864	Sept. 13, 1864	100	400 00	
Alice.....	do.....		Oct. 22, 1864	Nov. 15, 1864	110	2, 617 08	
Aid.....	do.....		Oct. 23, 1864	Nov. 5, 1864	90	1, 117 50	
Fry U. S.....	do.....		Oct. 23, 1864	Nov. 5, 1864	85	1, 105 00	
Burd Levi.....	do.....		Nov. 18, 1864	Nov. 23, 1864	200	1, 133 33	
Aid & Barge.....	do.....		Nov. 13, 1864	Apr. 29, 1865	100	16, 750 00	
Clara Duning.....	do.....		Oct. 20, 1864	Nov. 2, 1864	150	1, 918 75	
Atha Watham.....	do.....		Nov. 25, 1864	Dec. 7, 1864	175	2, 100 00	
Cambria.....	Barge		Dec. 2, 1864		15		Burned by the rebels.
Peerless.....	do.....		Dec. 8, 1864	May 13, 1865	15	2, 340 00	
Havana & barge ..	Transport		Dec. 21, 1864	Feb. 20, 1865	275	16, 889 58	
Huntsville.....	do.....		Dec. 27, 1864	Dec. 29, 1864	225	450 00	
Huntsman.....	do.....		Dec. 28, 1864	Feb. 27, 1865	225	13, 725 00	
Cora S.....	do.....		Dec. 28, 1864	Jan. 25, 1865	250	6, 958 33	
Leni Leoti.....	do.....		Dec. 28, 1864	Jan. 22, 1865	225	5, 625 00	
Norman.....	do.....		Dec. 29, 1864	Feb. 26, 1865	250	14, 875 00	
Caroline.....	do.....		Dec. 30, 1864	Jan. 24, 1865	225	5, 671 87	
Clara Poe.....	do.....		Dec. 31, 1864	Jan. 22, 1865	250	5, 500 00	
Tyrone.....	do.....		Jan. 1, 1865	Jan. 24, 1865	250	5, 666 66	
Tarascon.....	do.....		Jan. 4, 1865	Feb. 24, 1865	500	25, 250 00	
S. Decatur.....	do.....		Jan. —, 1865	Feb. 16, 1865			Never called for settlement.
Burd Levi.....	do.....		Jan. 5, 1865	Jan. 24, 1865	225	4, 237 50	
Robert Moore.....	do.....		Jan. 6, 1865	Jan. 22, 1865	225	3, 623 44	
Mercury.....	do.....		Jan. 7, 1865	Feb. 23, 1865	225	10, 481 25	
Little Giant & b'ge	do.....		Jan. 8, 1865	Mar. 17, 1865	165	11, 302 50	
Charmer.....	do.....		Jan. 9, 1865	Jan. 23, 1865	225	3, 215 62	
	do.....		Jan. 9, 1865	Feb. 20, 1865	235	9, 918 95	
R. L. Woodard.....	do.....		Jan. 10, 1865	Jan. 26, 1865	225	3, 600 00	
Superior.....	do.....	417	Jan. 11, 1865	Feb. 9, 1865	375	10, 875 00	
Huntsville.....	do.....	214	Jan. 11, 1865	Feb. 12, 1865	225	7, 200 00	
Lawrence.....	do.....		Jan. 12, 1865	Jan. 21, 1865	225	1, 996 88	
John G. Hall.....	do.....	110	Jan. 14, 1865	Jan. 26, 1865	165	1, 897 50	
John H. Groesbeck.....	do.....	359	Jan. 13, 1865		300		Went to Mobile; not heard from.
Imperial.....	do.....	267	Jan. 17, 1865	Feb. 16, 1865	275	8, 318 75	
Emerald.....	do.....	419	Jan. 17, 1865	Jan. 27, 1865	400	400 00	
Atha Watham.....	do.....		Jan. 17, 1865		125		Sunk at Clarksville.
J. L. Hyatt.....	do.....		Jan. 18, 1865	Jan. 27, 1865	150	1, 381 25	
Lady Franklin.....	do.....	207	Jan. 18, 1865	Feb. 18, 1865	225	6, 975 00	
Sherman.....	do.....	247	Jan. 18, 1865	Jan. 28, 1865	250	2, 531 25	
Nightingale.....	do.....		Jan. 18, 1865	Jan. 27, 1865	225	2, 137 50	
Lady Pike.....	do.....	207	Jan. 25, 1865	Mar. 4, 1865	200	7, 550 00	
John Kilgour.....	do.....	699	Jan. 26, 1865	Mar. 3, 1865	550	19, 708 33	
John T. McCombs.....	do.....		Jan. 26, 1865	Mar. 22, 1865	200	11, 100 00	
R. L. Woodard.....	do.....		Jan. 26, 1865	Feb. 6, 1865	200	2, 266 66	
Carrie.....	do.....		Jan. 28, 1865	Apr. 19, 1865	200	16, 166 66	
Anglo Saxon.....	do.....	237	Jan. 28, 1865	Mar. 13, 1865	215	9, 424 16	
Lenora No. 2.....	do.....	182	Jan. 30, 1865	Feb. 16, 1865	185	3, 168 12	
L. M. Kennett.....	do.....		Jan. 10, 1865	Feb. 28, 1865			Referred to Capt. Metcalf.
Emperor.....	do.....		Jan. 17, 1865				
Victory.....	do.....		Jan. 18, 1865	Mar. 8, 1865			Referred to Capt. T. B. Hunt.
Fanny Gilbert.....	do.....		Jan. 17, 1865	Mar. 30, 1865	175	12, 687 50	
Nora.....	do.....	214	Jan. 17, 1865	Jan. 27, 1865	200	2, 050 00	Referred to Capt. Metcalf.
George Slimer.....	Barge		Jan. 18, 1865		20		
Wm. Brannock.....	do.....		Jan. 18, 1865		20		Referred to Capt. Hunt.
Gazelle.....	do.....		Jan. 19, 1865	Mar. 25, 1865	20	1, 300 00	
Naugatuck.....	Transport		Jan. 19, 1865	Feb. 1, 1865	275	3, 345 83	
Emma Floyd.....	do.....		Jan. 19, 1865	Jan. 28, 1865	225	2, 071 87	
Duke of Argyle.....	do.....		Jan. 19, 1865	Jan. 28, 1865	300	2, 850 00	
J. L. Hyatt.....	Tow-boat		Jan. 30, 1865	Feb. 1, 1865	150	300 00	
John S. Hall.....	Transport	110	Feb. 4, 1865	Apr. 26, 1865	165	13, 392 50	
Homer.....	Barge		Feb. 5, 1865	Mar. 17, 1865	15	600 00	
Robert Finney.....	do.....		Feb. 5, 1865	Mar. 17, 1865	15	600 00	
Linnie Droun.....	Transport		Feb. 8, 1865	May 20, 1865	200	20, 200 00	Do.
Superior.....	do.....		Feb. 9, 1865	Mar. 19, 1865	325	12, 350 00	
Tyrone.....	do.....		Feb. 10, 1865	Mar. 1, 1865	200	3, 816 66	
J. R. Gilmore.....	do.....		Feb. 10, 1865	Feb. 27, 1865	200	3, 400 00	
Fannie Brandies.....	do.....		Feb. 11, 1865	Feb. 14, 1865	185	555 00	
Alex. Speer.....	do.....		Feb. 14, 1865	Apr. 19, 1865	175	11, 221 87	
Cordelia Ann.....	do.....	100	Feb. 20, 1865	Apr. 20, 1865	150	8, 850 00	
Ella Faber.....	do.....		Feb. 18, 1865	Feb. 27, 1865			

Statement of vessels chartered or employed, &c.—Continued.

Name of vessel.	Kind of vessel.	Tonnage.	Period of service.		Rate of pay per day.	Total earnings.	Remarks.
			From—	To—			
Norman	Transport ..	238	Feb. 26, 1865	Mar. 8, 1865	\$225	\$2, 296 87	
Science No. 2	do	134	Nov. 26, 1864	Dec. 2, 1864	150	818 75	
Rob Roy	do	200	Feb. 15, 1865	Mar. 6, 1865	200	3, 825 00	
Kentucky	Ferry-boat ..	.....	Mar. 31, 1865	.....	65	.....	
Lebanon	Barge .....	.....	Oct. 21, 1864	Apr. 14, 1865	12	2, 100 00	
Ella Faber	Transport ..	.....	Mar. 19, 1865	Apr. 25, 1865	.....	.....	Referred to Capt. Hunt.
Ollie Sullivan	do .....	.....	June 16, 1864	.....	125	.....	Transferred to Captain Mills.
Piketon	do .....	.....	Oct. 21, 1864	.....	125	.....	Transferred to Captain E. B. Kirk.
General Sigel	do .....	.....	Sept. 14, 1864	.....	125	.....	Transferred from Capt. Mills.
Boston	Barge .....	.....	Mar. 17, 1865	May 27, 1865	.....	.....	Referred to Capt. T. B. Hunt.
Rose Hito	Transport ..	212	Mar. 14, 1865	Mar. 25, 1865	200	2, 300 00	
Fry U. S.	do	36	Dec. 7, 1864	Dec. 9, 1864	75	150 00	
Kentucky	do .....	.....	Feb. 18, 1865	Feb. 28, 1865	100	1, 050 00	
Shamrock	do .....	.....	May 22, 1865	May 25, 1865	.....	.....	Do.
Kate Robinson	do .....	.....	May 30, 1865	.....	.....	.....	Referred to Capt. Delvecchio.
Brilliant	do .....	.....	June 2, 1865	June 4, 1865	.....	.....	Referred to Capt. Metcalf, <i>a. q. m.</i>
Emma Floyd	do .....	.....	June 1, 1865	June 3, 1865	.....	.....	Referred to Capt. Hunt <i>a. q. m.</i>
Brilliant	do .....	.....	June 9, 1865	July 3, 1865	.....	.....	Referred to Capt. Metcalf, <i>a. q. m.</i>
I. P. Webb	do .....	.....	June 21, 1865	June 29, 1865	.....	.....	Do.

A true copy :

E. B. KIRK, *Captain and A. Q. M.*J. L. DONALDSON,
Brevet Major General, Chief Quartermaster.

EXHIBIT No. 10.

Statement of the number of miles of United States military railroads in use in the department of the Cumberland, with number of locomotives and cars received; number worn out and destroyed, and amount of private freight transported, &c., during the fiscal year ending June 30, 1865.

Months.	Average number miles of railroads in use and construction.	Number of locomotives received.	Number of locomotives worn out and destroyed.	Number of cars rec'd.	Number of cars worn out and destroyed.	Average number of employees employed.	Expenses incurred in running U. States military railroads.	Private freight transported.	Amount received for transporting private freight and passengers.
July.....	733	26	....	175	41	11,184	\$1,741,497 21	....	\$26,799 97
August.....	753	8	....	224	....	12,445	1,241,151 13	....	18,351 33
September.....	783	14	....	230	24	14,693	1,095,478 98	....	2,992 12
October.....	783	18	1	109	31	15,282	1,458,726 99	....	10,181 44
November.....	460	1	....	72	10	14,621	890,633 58	....	6,041 80
December.....	330	1	1	18	75	11,924	624,033 91	....	7,795 53
January.....	475	....	....	144	....	12,596	1,231,500 34	....	7,500 00
February.....	673	....	....	30	....	13,101	785,747 31	....	19,320 00
March.....	765	....	....	146	5	13,427	792,588 94	....	23,740 00
April.....	780	....	....	90	15	13,673	1,647,728 04	....	26,499 64
May.....	780	....	1	43	6	13,047	2,959,543 04	....	54,121 00
June.....	825	....	....	35	2	10,523	2,617,383 75	....	83,635 00
Total.....	.....	68	3	1,316	209	.....	17,086,013 22	....	286,977 83

I certify that the above statement is correct, as per reports on file in this office.

F. J. CRILLY,

*Captain and Assistant Quartermaster U. S. A., and
Acting C. Q. M., U. S. Military Railroads, M. D. T.*

A true copy :

J. L. DONALDSON,

Brevet Major General, Chief Quartermaster.

EXHIBIT No. 11.

Statement of troops and public freight transported over private railroads, and amount paid for transporting them, from the depot at Nashville, Tenn., during the fiscal year ending June 30, 1865.

	Number.	Amount transported—pounds.	Amount paid.
Troops.....	200,877	.....	\$666,052 75
Quartermasters' stores.....	.....	2,789,373	35,530 42
Ordnance stores.....	.....	1,571,282	
Subsistence stores.....	.....	3,181,495	

certify that the above statement is correct.

S. B. BROWN,

Captain and Assistant Quartermaster

Statement of amount of public property and troops transported by river on private boats from the depot at Nashville, Tenn., and amount paid for transporting them, during the fiscal year ending June 30, 1865.

	No. of tons transported.	No.	Amount paid.	Remarks.
Troops	-----	4,931	\$8,165 16	Cattle, 174 head...\$1,218 50
Quartermasters' stores..	234	-----	2,074 59	Horses and mules,
Ordnance stores.....	399	-----	3,990 00	1,670 head..... 8,350 00
Subsistence stores.....	548	-----	1,920 35	Lumber, 66,867 ft. 534 93

E. B. KIRK,
Captain and Assistant Quartermaster.

True copies:

J. L. DONALDSON,
Brevet Major General, Chief Quartermaster.

EXHIBIT No. 12.

Statement of the number of troops, amount of public and private freight, &c., transported over the United States military railroads in use in the department of the Cumberland during the fiscal year ending June 30, 1865.

Months.	Average run of cars, daily.	Public freight transported—pounds.	Private freight transported—pounds.	Amount received for transporting private freight.	Number of troops transported.
July.....	103 $\frac{1}{2}$	41,280,000	-----	-----	13,180
August.....	113 $\frac{1}{2}$	51,952,000	-----	-----	15,224
September.....	126	40,528,000	-----	-----	29,157
October.....	187 $\frac{1}{2}$	62,496,000	-----	-----	37,430
November.....	140 $\frac{3}{4}$	27,552,000	-----	-----	60,242
December.....	41 $\frac{1}{2}$	6,080,000	-----	-----	5,900
January.....	104 $\frac{1}{2}$	38,176,000	484,034	\$5,360 34	11,780
February.....	130	37,680,000	74,376	570 15	23,890
March.....	94	30,992,000	40,860	99 65	28,155
April.....	124 $\frac{3}{4}$	43,584,000	20,300	56 75	11,737
May.....	107 $\frac{3}{4}$	27,728,000	-----	-----	12,602
June.....	127 $\frac{3}{4}$	39,040,000	-----	-----	34,419
Total.....	-----	447,088,000	619,570	6,086 89	283,716

I certify that the above statement is correct.

S. B. BROWN,
Captain and Assistant Quartermaster.

A true copy:

J. L. DONALDSON,
Brevet Major General, Chief Quartermaster.

No. 88.

CHIEF QUARTERMASTER'S OFFICE,

Depot Washington, August 31, 1865.

GENERAL: Pursuant to General Orders No. 39, current series, Quartermaster General's office, of July 1, 1865, I have the honor to submit my annual report for the fiscal year ending June 30, 1865.

My annual report of the duties performed at this depot for the fiscal year ending June 30, 1864, in accordance with General Orders No. 29, Quartermaster General's office, July 6, 1864, was sent by messenger September 6, 1864.

For the purpose of expediting business and keeping the various operations at this depot distinct from each other, the organization of the several branches, as given below, has been continued during the year. They are as follows:

I. Army-wagon transportation, repair shops, &c., under the personal charge of Brevet Colonel Charles H. Tompkins, quartermaster.

II. Ocean and river transportation, payments of freight, &c., under the supervision of Captain Edward S. Allen, assistant quartermaster.

III. Chartering and payment of chartered vessels, in charge of Captain John R. Jennings, assistant quartermaster, succeeded by Captain James G. Payne, assistant quartermaster.

IV. Contracts for victualling United States chartered transports, steamboat and ship supplies, transportation by canal, &c., under the care of Captain Henry B. Lacy, assistant quartermaster.

V. Railroad transportation, express, &c., under the charge of Captain Benjamin Burton, assistant quartermaster.

VI. Transportation of ordnance and ordnance stores at United States arsenal, in care of Captain Curtis S. Barrett, assistant quartermaster.

VII. Purchase and issue of quartermaster supplies, interment of deceased soldiers, with the manufacture of coffins, head-boards, stoves, tin-ware, desks, &c., care of cemeteries at Soldiers' Home, Arlington, Fort Stevens, &c., under the supervision of Captain James M. Moore, assistant quartermaster.

VIII. Receiving and issuing forage, in charge of Captain Edward S. Allen, assistant quartermaster, succeeded by Captain Samuel B. Lauffer, assistant quartermaster.

IX. In charge of Soldiers' Rest, providing meals and quarters for soldiers in transitu, &c., Brevet Major Erskine M. Camp, assistant quartermaster.

X. In charge of construction and repairs, hiring quarters, grounds, hospitals, offices, wharves, and payment of various employes, Captain Elisha E. Camp, assistant quartermaster, succeeded by Captain John H. Crowell, assistant quartermaster.

XI. Receiving and issuing clothing, camp and garrison equipage, &c., under the direction of Military Storekeeper Daniel G. Thomas.

XII. The branch depot of Alexandria, Virginia, has been under the supervision of Brevet Lieutenant Colonel James G. C. Lee, assistant quartermaster.

XIII. The following named officers, in addition, have also been on duty at this depot and Alexandria during the year, or for short periods of it.

1. Captain Calvin Baker, assistant quartermaster. 2. Captain R. S. Lacey, assistant quartermaster. 3. Captain John V. Furey, assistant quartermaster. 4. Captain Thomas G. Whytal, assistant quartermaster. 5. Captain S. R. Hamill, assistant quartermaster. 6. Captain W. W. Van Ness. 7. Lieutenant E. R. Graves, 3d West Virginia cavalry. 8. Captain S. H. Hoskins, assistant quartermaster. 9. Captain B. O. Carr, assistant quartermaster. 10. Captain Isaac N. Buck, assistant quartermaster; and 11. Captain James Gillis, assistant quartermaster, still remaining.

Defence of Washington.—At the commencement of this fiscal year a command of rebel troops invaded Maryland, burned Chambersburg, Pennsylvania, and threatened Baltimore. After the battle of the Monocacy, in which a portion of the 6th army corps, just arrived, were engaged, they advanced upon Washington. All available troops were ordered to meet them, guards in the city were withdrawn, and their places supplied, in part, by the quartermaster employés, who were armed for that purpose.

On the 11th of July, 2,500 of these employés were sent to occupy the rifle pits in the vicinity of Fort Slocum, where they remained until their services were no longer required. This was made the subject of a special report sent you on the 3d of August, 1864, to which you are respectfully referred for particulars.

The timely arrival of portions of the 6th and 19th army corps assured the safety of the city, and the rebels were driven back, but not without some loss.

Battle cemetery.—By your directions a cemetery, to contain the bodies of those who fell in defence of the nation's capital, was laid out near Fort Stevens, on the spot consecrated by their blood.

Repairs to canal.—The Chesapeake and Ohio canal being necessary for the easy and rapid supply of the troops in pursuit of the discomfited rebels, a construction force was sent to repair the locks, &c., injured or destroyed by the rebel forces.

Stores issued and forwarded.—The 6th and 19th army corps had their land transportation renewed and placed in effective condition before leaving, and the canal was used as a means of forwarding supplies of grain and stores. At the same time, requisitions for artillery and ambulance horses and mules, to supply the wants of the armies operating against Richmond, were promptly filled and forwarded to City Point by water, and large numbers of vessels were in use forwarding forage and supplies to the same place, while grain, forage, and stores were forwarded by canal to Harper's Ferry and the mouth of the Monocacy.

Teamsters.—The number of teamsters at the depot being greatly reduced by fitting out the 6th and 19th army corps, I was obliged not only to advertise, but to send to Philadelphia and other portions of Pennsylvania to supply the want, as the services of contrabands could not be obtained in the department of Washington.

Unclaimed clothing dyed for irregular issue.—The warehouses being filled with accumulations of unclaimed clothing, camp and garrison equipage, &c., and the room required for other stores, Captain Moore was ordered to turn it in to the military storekeeper, and to take receipts for the same; portions of which were afterwards washed and dyed for issue to contrabands and prisoners of war during the approaching winter.

Employés sent to Manassas to fell timber.—In addition to the daily duties of the mechanics at the several repair shops in fitting up wagons and ambulances that had become unserviceable, constructing buildings, &c., they, with laborers and other employés, were engaged for about two weeks in felling timber for a distance of a mile on each side of the Orange and Alexandria railroad, in the neighborhood of Manassas, in order to break up the lurking-places of guerillas, under the direction of Brigadier General D. C. McCallum, superintendent of military railroads.

Horses turned over to cavalry bureau.—Early in September, the cavalry bureau having taken the entire charge of all horses, the artillery horses then in depot were turned over to it, and were afterwards, with necessary cavalry horses, issued from Geisboro' depot.

Hospitals, quarters, &c., erected.—A large force of carpenters was employed by Captain Camp, assistant quartermaster, and after he was relieved, to take

charge of the depot at City Point, by Captain Crowell, assistant quartermaster in making additions and repairs to the various hospitals in and around the city, to render them comfortable for the winter, building quarters for regiments of Veteran Reserve Corps stationed in the city, and guards at the several hospitals, of which reports and drawings, with their cost, were forwarded to you each month. For details you are respectfully referred to the annual report on this subject sent you by Captain John H. Crowell, assistant quartermaster; but the amount of building, repairs, &c., during the first four months of this year, conducted by Captain E. E. Camp, assistant quartermaster, is, of course, not included therein.

Precautions against incendiaries.—Information having been received of an organization to burn the northern cities, the quartermaster employes, now regularly organized and drilled by company and battalion, were ordered on duty at night, and the number of watchmen increased. By my direction an officer of the depot was detailed each night to perform duty as officer of the day, visiting each shop, warehouse, and corral, from Georgetown to the Eastern Branch, including the Sixth street wharf and Kendall Green, which occupied their time from ten o'clock at night till daylight, to see that the guards and watchmen were on the alert; which duty they performed during a portion of the month of December, and until these guards were relieved by enlisted men of the Veteran Reserve Corps.

This vigilance prevented any attempt to destroy the large amount of stores necessarily kept on hand.

To give a prompt alarm in case of fire, alarm-boxes were put up at different points to connect with the city telegraph lines, put in operation in February; fire-plugs were also erected at several of the repair shops and warehouses.

Troops to City Point.—Early in December, the 6th and General Cox's division of the 8th army corps were refitted in mules, wagons, and stores, and shipped to City Point.

Danger from ice.—Apprehending inconvenience and delay to water transportation, by the formation of ice in the river during the winter, I applied for, and received two ice-boats, and ordered all the government transports to be plated with suitable iron, above and below the water-line, to prevent being cut through by the ice.

Troops forwarded.—During the months of December and January the water transportation branch, besides the routine duty of forwarding quartermasters' supplies, beef cattle, commissary stores, and ordnance, to City Point, was fully occupied in sending forward Hays's division, Cook's command, and the provisional brigade, West Virginia troops, from the Shenandoah valley, and General Schofield's command from Tennessee.

Hay barges frozen in.—My apprehensions in regard to ice proved well founded; forage barges passing through the canal from Philadelphia to the Chesapeake bay were frozen in, and the supply of hay on hand was soon exhausted by the increased number of animals belonging to above-mentioned troops.

In want of hay.—Captain H. B. Lacey, assistant quartermaster, was despatched the latter part of January with tug-boats to extricate these barges, but without success. I was obliged, in consequence, to send trains of wagons into the country to bring what hay could be purchased from the farmers, by which means a supply sufficient for part of a ration was kept up; these purchases were continued throughout the month of March.

Ice blockade.—The cold weather still continuing, I was obliged to order the mail boats, which had during the year kept up a daily line of communication between this city and City Point, to land at Annapolis, and the mails and passengers were transported to and from that point by rail. This continued, with an intermission of about four days, from the 26th of January to the 21st of

February, inclusive, being twenty-three days of ice blockade, which had not occurred before during the war.

General Schofield's army shipped.—It was during this period that the army of General Schofield arrived. The first shipment of the second division 23d army corps, animals and baggage, was made from Alexandria; but the ice having again formed, a brigade of 2,000 men, together with General Meagher's division, numbering 5,000 men, were forwarded by rail to Annapolis, and from thence by sea-going steamers. The rest of this command, after being refitted, embarked at Alexandria for North Carolina.

Coal exhausted.—At the commencement of winter I had laid in a store of 15,000 tons of stove coal for issue to hospitals, officers, &c., considering it sufficient for winter use; but early in the spring, this amount being exhausted, I was obliged to have a further supply sent daily by rail from Baltimore, amounting in the aggregate to about 5,000 tons.

Forage barges released.—The weather having moderated and ice in the river fast disappearing, Captain Lacey was again ordered, on the 20th of February, to Chesapeake city to release the forage barges frozen in the canal, which arrived here during the month of March.

Vessels for prisoners of war.—During the last week of February large shipments of cattle and stores, including the wagon transportation of General Schofield's army, were being sent to the front, when this depot was again called upon to furnish transportation for prisoners of war from Fort Delaware to City Point. Shipments of stores were also regularly made to supply the wants of the army of the Shenandoah.

Organized employés on duty.—On the 4th of March, owing to the great influx of persons into the city, some of whom might be contemplating mischief, the quartermaster employés, by request of Major General Halleck, chief of staff, were kept on duty day and night at their several armories, and the quartermaster's steam fire brigade at their engine-houses, in readiness for any calls that might be made upon them.

Guards increased.—The guards at the warehouses and shops were doubled, and so continued for about a week, and every precaution was taken to insure the preservation and security of the government property.

Supplies for General Sherman.—General Sherman's army having reached North Carolina, a force of carpenters was sent forward to Morehead city to erect warehouses for the reception of stores to be sent for the supply of the troops in that vicinity. Such light-draught steamers as could be obtained, with a number of barges, were loaded with supplies and forwarded by the Albemarle and Chesapeake canal.

Fires.—On the 1st of April, the fire at headquarters, department of Washington, occurred, which consumed the temporary buildings erected for its use. Here, as well as at the fire of the Smithsonian Institute, the quartermaster steam fire brigade did good service, and prevented these fires being more destructive, especially as no very effective assistance could be rendered by the common hand engines of the city corporation, then in use.

Fall of Richmond.—The grand combinations of the Lieutenant General culminated early in April, in the fall of Richmond, the capitulations of the armies of Generals Lee and Johnston, and the subsequent collapse of the rebellion. Large numbers of prisoners were taken, and every available vessel was drawn from this depot to transport them from City Point to Point Lookout, &c.

Precautions against fire.—During the first week in April, when the loyal States were electrified by these successes, and illuminations were so frequent, unusual care and watchfulness were exercised to prevent any disasters from fire. Water buckets were placed in every building and filled ready for use, and watchmen were doubled. I am happy to be able to state that owing to this vigilance, no disaster occurred.

Assassination of the President.—The fourteenth of April will ever be memorable on account of the dastardly attempt to assassinate the chief officers of the government, which, in the case of the lamented President, proved too successful. The perpetrator of this infamous act having escaped from the city, it was supposed he would endeavor to find his way through Virginia to the more southern States. Tug-boats, with a few armed men on each, were ordered to patrol the waters of the Potomac and Patuxent, with instructions to examine all vessels and boats, with a view to the arrest of the criminal, and were continued on this duty until after his capture and death. Cavalry were also forwarded by water to Chapel Point, Maryland, and a daily line of steamers, carrying mails and stores, was put in operation during their stay.

His funeral.—This depot also took an active part in the preparations made for the President's funeral, and two battalions of its armed and drilled employes formed part of the mournful cortege that followed his remains to the Capitol.

Grand review.—On the 23d and 24th of May the review of the grand armies of the United States, assembled in the vicinity, took place; for which preparations had been made by the mechanics at this depot, in erecting sheltered seats for the occupancy of the President, cabinet officers, members of the diplomatic corps, &c., on both sides of Pennsylvania avenue opposite the Executive Mansion. Ambulances were also hitched up, and held in readiness to remove any of the troops who might be overcome by the heat upon this march.

Troops to be mustered out and sent home.—The War Department having ordered the muster out of service and return to their several homes of a large number of these troops, the railroad from this city was tasked to its utmost to provide them transportation; and, besides its ordinary traffic, in two months, from the 29th of May, safely removed about 200,000 officers and men, with 12,000 horses and 4,000,000 pounds of baggage. For details of this movement, and all transportation by rail, I respectfully refer you to the annual report of Captain Benjamin Burton, assistant quartermaster, the officer in charge of that branch of the depot.

Transportation to refugees.—Transportation has also been furnished by rail and boat to indigent refugees and others to various points in the southern States upon the orders of General O. O. Howard, in charge of the Freedmen's Bureau.

Army transportation turned in.—Large numbers of mules and wagons, composing the transportation of the armies operating against Richmond, and General Sherman's army, being turned in, it was thought best to send the mules to graze, not only to improve their condition, but to save expense, and to prevent disease from having so large a number congregated together.

Grazing camps.—Grazing camps were accordingly established at various points in Maryland and Virginia, contiguous to the city, from which the best results were obtained.

Trains to Louisville.—One thousand six-mule teams complete, with 2,000 extra mules, making 8,000 in all, were also, by order of the Lieutenant General, started from this point for Louisville, Kentucky, in four divisions, under the charge of Captains Whetsel, Winslow, Wilson, and Meade, of the Quartermaster's department.

Auction sales.—The accumulation of such a large amount of wagons of various patterns, harness, and animals, which were no longer necessary for army purposes, selections of the best were made by your order. Sales at auction of the remainder were commenced and continued through the month of June. For details of these sales, and all other matters connected with the land transportation branch of the depot, I most respectfully refer you to the annual report, to be made to you direct, by Brevet Colonel Charles H. Tompkins, quartermaster, the officer in charge.

Officers commended.—I take great pleasure in bringing to your notice the ability and energy displayed by the several officers stationed at this depot in

the discharge of duties which at times were peculiarly arduous and embarrassing, and for which three of them have been rewarded by brevet rank.

Captain E. S. Allen, A. Q. M.—In this connexion, I cannot help asking your attention to my communication of May 5, recommending Captain Edward S. Allen, assistant quartermaster, in charge of water transportation, and whose duties have been so ably and satisfactorily performed, for brevet, which I think he so richly merits.

As these officers will report to you, direct, the operations of their respective branches during the fiscal year, I respectfully refer you to those reports for details.

Conduct of quartermasters' employés.—I also desire to express my satisfaction at the willingness and unanimity that have characterized the conduct of the several employés, and the heartiness with which they entered upon the performance of duties not properly belonging to them as mechanics and laborers, in perfecting themselves in drill, and in going out under military organization to perform necessary labor that could not be supplied from any other source.

Shipments.—Besides the constant duty of supplying stores to the large armies before Richmond, and to the troops while in West Virginia and the Shenandoah valley, transportation has been furnished troops and stores to Newbern, Wilmington, Hilton Head, and Savannah.

Assistance rendered.—Assistance of a more general character has been rendered, when necessary, during the year, of which I only mention the following: one hundred cords of wood and twenty-five tons of coal were loaned in the depth of winter, from the supply on hand at Alexandria, to the city corporation of that place, when it could not otherwise be obtained, and by the timely receipt of which a large amount of suffering to the poor was prevented. Five hundred barrels of flour were transported from Georgetown for the American Union Commission, destined for the poor of Petersburg and Richmond, and barracks at the Virginia end of the Long bridge were set apart for the shelter of refugees from the southern States whom the fortunes of war had thrown into the city.

Favors by the military railroad department.—I am indebted to the military railroad department for many favors, in furnishing pump logs, laying railroad track, and enlarging and placing in most excellent order the wharves at foot of Sixth street.

Business of the depot.—The business of the depot has been very large during the year, as will be seen by reference to the detailed reports, and has been conducted with a view to the greatest efficiency, combined with the greatest economy.

No defalcation.—I am happy to be able to state, that although the large sum of eight and a half millions of dollars has been disbursed, yet no instance of peculation or defalcation has occurred.

The officers' accounts have been sent in to the department with great regularity and promptness, and the numberless reports asked for, voluminous correspondence required, has been conducted with despatch.

I append a statement of moneys received and disbursed during the year, which is the only form required of me by your Order No. 39.

Very respectfully, your obedient servant,

D. H. RUCKER,

Brevet Major General and Chief Quartermaster Depot,

Washington, D. C.

Major General M. C. MEIGS,

Quartermaster General United States Army.

A true copy :

JOHN V. FUREY,

Captain and Assistant Quartermaster,

Annual cash statement for the fiscal year ending June 30, 1865.

RECEIPTS.

Amount on hand July 1, 1864	\$1,785,745 36
Amount received from officers	\$947 11
Amount received from United States, certificates	\$1,847,542 00
Amount received from United States, cash	5,934,652 48
	7,782,194 48
Sales of clothing to officers	23,258 09
Sales of condemned clothing, C. and G. E.	38,043,34
	61,301 43
From treasurer of Smithsonian Institute	1,974 25
Correction of errors taken up	19 80
	7,846,437 07
Total receipts in the year	9,632,182 43

DISBURSEMENTS.

As per abstract B	\$2,884,820 55
As per abstract Bb	5,936,537 64
Internal revenue tax	627 34
Balance of errors taken up	79 80
Total amount of disbursements	\$8,822,065 33
Balance on hand	810,117 10
	9,632,182 43

The balance on hand is deposited in the First National Bank, Washington, D. C.

D. H. RUCKER,
Brevet Major General and Quartermaster.

A true copy :

JOHN V. FUREY,
Captain and Assistant Quartermaster.

No. 89.

HEADQUARTERS MILITARY DIVISION OF THE MISSISSIPPI,
St. Louis, Missouri, August 18, 1865.

GENERAL : In accordance with General Order No. 39, from your office, current series, I have the honor to make the following annual report for the year ending June 30, 1865 :

My report for the year ending June 30, 1864, was mailed to your office October 31, 1864, and a corrected one for the same period was mailed to you May 19, 1865.

July 1, 1864, I was on duty as chief quartermaster of the army of Major General W. T. Sherman and of the army of the Cumberland, which at that time were in front of Kenesaw mountain, Georgia, facing the rebel army of

General Johnston. The effective strength of our army in the field was about 100,000 men, with 28,300 horses, 32,600 mules, 5,180 wagons, and 860 ambulances. The enemy occupied a strong position, including Kenesaw and adjoining heights, and covering Marietta, and had maintained it for nearly three weeks, occasionally cutting the railroad which connected us with Chattanooga by means of small parties of guerillas or cavalry who operated between Dalton and Resaca, and could hide in the mountains and forests of the Chattanooga ridge. General Sherman had left garrisons at Tunnel Hill, Dalton, Resaca, and Kingston, and a division of cavalry at Adairsville, but the first attempts of the rebels at interrupting the road, which occurred in June, were successful. They would displace rails, wait until a train came along, which would be thrown from the track, and then burn it. In one or two cases they buried torpedoes under the rails, which exploded, throwing the locomotive from the track. Later, accidents from the removal of rails was prevented to a great degree by patrols, which went out from the posts regularly to examine the track. The enemy burned a small bridge near Dalton, and by frequent dashes at the road prevented to a great degree the passage of trains for about twenty days. Our dependence during that time was mainly on Resaca.

When the army abandoned the railroad at Kingston, May 24, and marched to Dallas, for fifteen days they were on half rations of grain, and three-quarters rations of subsistence, which had been loaded into the wagons at Kingston. During this time I had directed the chief depot quartermaster at Chattanooga, Captain E. L. Hartz, to accumulate at Resaca grain and subsistence. The latter place, around which numerous earthworks had been built by the enemy, was garrisoned pretty strongly to guard these supplies. Above ten days' grain and twenty days' subsistence for the army was collected there, and until breaks in the road were repaired, and the guerillas hunted from the region about Dalton, we lived on the supplies brought from Resaca. By the 30th of June, while we were still in front of the Kenesaw mountain, all the forage had been brought away from Resaca. Alatoona was named as the point where any future accumulation that was possible should be made, and by order of General Sherman earthworks were built to strengthen the position, which was naturally a strong one.

From the 11th to the 19th of June the enemy had been forced back, step by step, till our men reached the base of Kenesaw mountain; but there our utmost efforts could not force them further. Kenesaw consists of two elevations; one about 900, the other about 800, feet high. They are very steep; and on the sides and summit the enemy had signal stations that could look down on us and report our every movement. Their batteries on the heights had a great advantage over ours on the low grounds, and an assault made on their lines on the 27th of June was repulsed with a loss to us of 3,000 men. After this General Sherman directed that the wagon trains should be filled up, as far as possible, at Big Shanty, and all cars and stores not taken by the wagons be sent back to Alatoona; and while the armies of the Cumberland and the Ohio still continued to press the enemy's lines closely, the army of the Tennessee should march from our extreme left to the extreme right to Ruff's Mills, on Nickajack creek, threatening a crossing of the Chattahoochee river and the railroad. It was only by extraordinary exertions that we brought up to Big Shanty the necessary quantity of supplies in time; but they were brought up. The movement was entirely successful. The march of the army of the Tennessee had hardly commenced before the enemy withdrew from Kenesaw, our men following them closely and occupying Marietta, July 3. By the 6th we had forced them to the Chattahoochee, and partly across it.

The railroad, injured by the destruction of two miles of track and the removal of the frogs at Marietta, was repaired to that place by the 6th, and to Vining's Station a few days later. July 18 our army was all across the Chat-

tahoochee with wagons full, carrying about ten days' supplies. In the hard-fought battles that followed, our army repulsed the desperate assaults of the enemy at Peach Tree creek, about Decatur, and west of Atlanta.

Up to August 5 whatever stores were immediately wanted by the army were unloaded at the Chattahoochee river, (the remainder being left at Marietta,) at the point where the railroad bridge had stood before it was burned. Two wagon bridges had been built by our troops over the river, and a pontoon bridge captured from the enemy. August 5 the railroad bridge was completed by the construction corps, and supplies were brought over the river and unloaded on the bank south of it. At that date we had twenty days' subsistence and twelve days' grain up with the army, and the men were well clothed.

During the month of July we had begun to feel some solicitude concerning the quantity of supplies at Nashville. The navigation of the Cumberland and Tennessee rivers was partially suspended on account of low water, and the light boats that could run received very inefficient protection on the Tennessee from the enemy's cavalry by our gunboats, being obliged to wait, collect in fleets, and be convoyed up the river, thus causing a great loss of time. The Louisville railroad was delivering hardly fifty cars of freight, daily, at Nashville, which would furnish the army much less than half its daily consumption of stores of all kinds. The consumption of grain by the army in the field alone was over 600,000 pounds daily, and Colonel Donaldson had barely enough to last until September 1. The quantity of subsistence was sufficient to supply us up to about the 15th of September. July 27 the chief commissary and myself united in a letter to Major General Sherman, representing these facts, and recommending that he issue orders to the construction corps to repair the railroad from Clarksville to Nashville, there being only about thirteen miles of it to put in order, and the Cumberland being navigable to that point (which is below Harpeth shoals) at all seasons. The order was given, and Colonel W. W. Wright sent north to carry it out. Colonel Donaldson reported that enough grain had been received during the season at Nashville to last until October, but that much had been destroyed. The quantity destroyed at the front was not large; in two or three cases railroad trains of forage had been burned by the enemy, but none was lost after it reached the army, and much of the time since leaving Chattanooga our animals had not received full rations. Considerable grain had been ruined by shipping it at Nashville and Chattanooga in platform cars without protection from the rain. It required some severe measures from me at Chattanooga to break up this practice and that of shipping grain already damaged. August 16 I put our animals on half rations of grain. August 24 Colonel Donaldson reported that he was not getting half rations from the Ohio, and that he had not more than six days' full rations on hand. Fortunately about this time the rivers had risen some. General Allen, at Louisville, reported that he was getting grain from every possible source, and in three days he started from the Ohio for Johnsonville and Nashville 94,000 bushels of oats and corn. On the 27th the crisis was passed. General Allen telegraphed me that forage was arriving rapidly at Nashville, and that I might feed full rations if they could be brought from that place.

Ever since the first break in the road in June the railroad had had difficulty in transporting enough for our wants. Our necessities had increased so as to require one hundred cars of supplies daily, instead of sixty, as at first. This was caused by the arrival of re-enforcements, (including the 17th corps,) and by the increased demand for clothing, equipage, and means of transportation, which the campaign had worn out. Our increased distance from Chattanooga, (107 miles at Big Shanty, 130 at the Chattahoochee,) of course, made a greater number of cars and engines necessary in order to deliver the same amount of stores daily. My orders were peremptory and frequent to have all cars returned promptly from the front, and from Chattanooga, and from all sta-

tions south of it. My officers all along the road reported that all cars were unloaded as soon as they arrived, and if they were not returned immediately the fault did not lie with the Quartermaster's department. It seems to have been supposed by some officers at the rear that cars could be unloaded and returned from the front in the same time that they could at a permanent depot with every facility, and I received a letter from the Quartermaster General urging that cars be promptly returned from the army. As the army advanced the road had to be rebuilt, water tanks to be constructed, and wood cut. The depot had to be established nearer the army, side-tracks to be constructed, and whatever accumulation there was at the last depot had to be brought forward; and orders were frequently given to bring stores from the depot up to our very lines by rail, and to take back the sick and the wounded. The commanding general would sometimes order ten days' subsistence and grain brought up immediately to fill the wagons; in such cases we would have to take some of the cars that were usually kept running between Nashville and Chattanooga. Some trains never returned to the north at all, as they were captured and burned by the enemy; they tore up the track and fired upon trains very frequently. When the length of our line is recollected, and that it ran through an intensely hostile country, it is strange that these interruptions were not still more numerous. When all these things are considered, I think it will not seem singular that some delay occurred in returning cars. There is no doubt but what more cars would have been desirable, and this was a point that I had urged upon Colonels Donaldson and McCallum as far back as January and February, 1864; but I think the most was made of the cars we had.

The difficulty of regulating the road, under the embarrassments detailed above, was great. Though forbidden by order of the Secretary of War, dated Louisville, October 19, 1863, from interfering with the running of trains, yet their movements when near the front were so frequently dependent upon those of the army that I found it necessary to telegraph frequently on this subject, and the commanding general made me the medium of most of his instructions to the superintendents and to the construction corps.

After a siege operations of more than a month about Atlanta, during the latter part of July and August, it became evident that our army could not capture the rebel city in that manner. The rebel army was so large that investment was impossible, and the railroad to Macon furnishing them with recruits and supplies, was guarded strongly against all attack. Under these circumstances the commanding general determined to move upon the enemy's railroad with the main body of his army. All preparations having been completed, on the 26th of August the movement commenced, the 20th corps withdrawing to the Chattahoochee bridge, while the remainder of the army made a detour around the rebel left and arrived at Jonesboro' September 1. After some severe fighting, during which the enemy were evacuating Atlanta, they retreated south. The 20th corps entered Atlanta September 2, and the main army on the 8th. As soon as information reached me, at Jonesboro', that the enemy were out of Atlanta, I ordered my chief depot officer in the field, Captain John Stewart, to bring forward all stores at Marietta and the Chattahoochee bridge to Atlanta. The facilities of this place in the way of railroad depots, side tracks, and storehouses were most complete, it having been the largest depot for the supply of the rebel armies in the west. I was directed to take possession of all buildings and all staple articles, such as cotton, animals, hardware, &c., found in the city or vicinity. All such property was collected, and in accordance with instructions from the commanding general, my depot officers gave receipts for everything, but made no payments, as the loyalty of any of the claimants was at least doubtful, and it was judged best to let the government decide in the future whether any of the captured property should be paid for.

The whole army remained about Atlanta until the 4th of October, at which time the rebel army having made a detour completely around our right, crossing the Chattahoochee below Campbellton, struck the railroad at Big Shanty, and immediately commenced tearing it up and destroying the ties and rails. Our army immediately started north in pursuit, except the 20th corps, which was left to garrison Atlanta. The enemy destroyed the road up to Alatoona, and assaulted that place on the 5th, but were repulsed with severe loss. This saved two thousand cattle and fifteen days' bread for our army, and other stores. The enemy were reported to have very few wagons, and to be carrying with them scarcely anything except ammunition; at any rate, they moved with great rapidity, and marching around Rome, reached Resaca about the 12th. This place they were unable to capture, but destroyed the railroad from Tilton to Tunnel Hill. From this vicinity they retreated into northern Alabama, pursued by General Sherman as far as Gaylesville.

The distance of railroad and telegraph broken was about twenty-three miles, and the work of destruction was most thorough. Until it was repaired the garrison at Atlanta received nothing from the north, until about the 28th October, when some grain was brought around the break in wagons. The garrison in the town and at the Chattahoochee bridge numbered 21,100 men, the number of animals was 9,400. There was stored in the town more than a month's subsistence for the troops, but very little forage; when that was consumed the animals suffered a good deal. Parties were sent out southeast of Atlanta who brought in much forage, but the amount to be procured in this way was not sufficient, for, besides the animals of the 20th corps, there were in Atlanta the depot teams and many unserviceable animals that had been turned in from the army. The parties had a long distance to go, (thirty miles,) and the enemy had a force hovering about Atlanta, which made it necessary to have very large guards for the trains. One thousand of the unserviceable animals were ordered to be driven to Chattanooga, and were started October 12. Only men enough to control the animals accompanied them. They ran great risk of capture, but it was judged better to take that chance than let them starve in Atlanta. October 18, all of them that remained were gathered up and started for Chattanooga in the same manner. None were captured by the enemy.

Returning from a brief leave of absence, I reached Chattanooga October 12, on my way to Atlanta. On the 19th General Sherman telegraphed me from Summerville, Georgia, to go in person to superintend the repair of the railroad, and authorizing me to give all orders in his name that would expedite its completion. I at once went down to the break and ordered the 1st Michigan engineers, 1,800 strong, from Adairsville to Tilton, to assist the railroad corps in getting out ties, and procured forty teams from a cavalry division at Calhoun to haul them to the road. Colonel W. W. Wright, chief of construction, was short of iron, and a partial supply was procured by taking up rails from the West Point road, near Atlanta, and bringing them up on the cars which remained south of the break. The gap between Alatoona and Big Shanty was repaired sooner than the other, and as General Sherman had directed the bringing back to the rear of everything south of Chattanooga, except what we could immediately use and carry in our wagons, to lose no time, many sick, wounded, negroes, &c., were carried to Resaca and brought around the break to Tunnel Hill, whence they went to Chattanooga.

They were suffering so for grain at Atlanta that I determined to get some through without waiting for the completion of the road; and collecting all the teams that could be spared at Chattanooga, I sent them to haul grain from Tunnel Hill to Tilton, where it was carried to Atlanta by cars.

October 25, I went to General Sherman, at Gaylesville, by way of Rome, for consultation, and was put in possession of his entire plan of the intended

campaign to the sea-coast, and then immediately started for Atlanta, which I reached on the 28th. The railroad was completed the same day.

The work now to be performed was to fit out the entire army for the march to the coast, and to carry everything not needed for this purpose back to Chattanooga, and the orders were to accomplish this in the shortest possible time; at the same time the 23d corps were being sent back to Nashville in cars, thus occupying a large part of the transportation. The accumulation of property at Atlanta, Rome, Marietta, and other posts, was surprisingly large for the time we had occupied the country, and the number of sick and wounded, citizens and negroes, to be taken to the rear was large. It is unnecessary to describe all the details gone through in accomplishing this work, but it was the most arduous and difficult duty to perform successfully that I have ever had to do in the same period of time. It was complicated by the army being distributed along the road from Rome to Atlanta, and having to be supplied where it was; while, at the same time, just so much had to be accumulated at Atlanta as it would require when it arrived there. There were stores to be removed to the rear at every post below Ringgold. The army could not leave the railroad from Resaca down, and march to Atlanta, which would much simplify the task of supplying them, because the enemy's cavalry were ready to pounce upon and break the road as soon as it was uncovered. In addition to this the railroad was not working well. The superintendent at Atlanta was incapacitated by indisposition; his duties had to be performed by subordinates, and I found it necessary to give orders continually to the railroad officers myself. Many little accidents were occurring, causing delays. Every car was needed for public property, but the attempts to get private freight, tobacco, furniture, &c., to the rear upon cars were unceasing, and were aided in numerous cases by railroad employes, making the greatest vigilance necessary to prevent these attempts from being successful. I had two officers detailed especially to keep private property out of the trains.

The work of our department was successfully accomplished by the 11th of November, and the destruction of the railroad from the Etowah down was commenced the same day by our troops. The army had everything it needed, and the wagons were full. Everything of value had been got to the rear. Very little but worthless property was destroyed for want of transportation. A few old wagons and ambulances were burned, and some clothing drawn by an officer of the 15th corps, and not needed by the corps, was given away by him to any one who chose to take it. A few days' delay occurred while the army was marching down the railroad to Atlanta, during which that city was completely destroyed with the exception of its dwellings.

The march to Savannah commenced on the 15th of November.

The strength of the army was 63,680 men, and its transportation consisted of 14,468 horses, 19,410 mules, 2,520 wagons, and 440 ambulances.

The following was ordered as the allowance of transportation for baggage, and on the march:

One wagon to each regiment; one wagon to each battery; two wagons to each brigade headquarters; three wagons to each division headquarters; five wagons to each corps headquarters.

The remainder of the transportation was directed to be distributed as follows: three wagons to each division for hospital purposes; one wagon to every one hundred men, including artillery, for ammunition; and the remaining wagons, 1,296 in number, were used in carrying subsistence, forage, &c.

The army started from Atlanta with four days' grain. The subsistence transported was—

Twenty days' rations of hard bread; five days' rations of salt meat; thirty days' rations of sugar and coffee; five days' rations of soap, rice, and candles; eighty days' rations of salt.

The quantity of salt taken proved unnecessary, as we found it in great abundance in the country we passed through. In addition to the above, 5,476 head of beef cattle were taken.

The first grain received at King's bridge, on the Ogeechee river, arrived there and was issued on the 18th December, 1864. So the animals of the army subsisted on the country twenty-nine days, which makes at least 11,000,000 pounds of grain and 15,000,000 pounds of fodder and hay taken from the country and consumed on the march. This is a low estimate of the forage taken, as the beef cattle were fed on the whole route as much as they would eat, and the number of horses, mules, and cattle was increasing every day.

After General Hood cut the Chattanooga and Atlanta railroad the animals of the army suffered for want of forage, and a large number of them became very much reduced in flesh, and were quite weak when the march commenced. This accounts for the large number of animals that gave out and were shot on the road. The character of the mules captured was superior, a small-sized or inferior one being seldom met with. On the arrival of the army before Savannah, the condition of the animals was far better than at the commencement of the march. Those that had strength sufficient at the start improved daily, and those that failed and gave out were replaced by better ones than we had in the trains at starting.

The army marched by corps, and on roads as near parallel to each other as could be found. Each corps had its pontoon train, and each division its pioneer force, and with these organizations streams were crossed, roads repaired, and sometimes made, without retarding the movements of troops.

The management of trains differed somewhat in each corps, but I think the best arrangement was where the train of the corps followed immediately after its troops, with a strong rear-guard in the following order:

- 1st. Corps head quarters baggage wagons.
- 2d. Division headquarters baggage wagons.
- 3d. Brigade headquarters baggage wagons.
- 4th. Regimental headquarters baggage wagons.
- 5th. Empty wagons, to be loaded with forage and other supplies taken from the country, and the proper details for loading them.
- 6th. Ammunition train.
- 7th. Ambulance train.
- 8th. General supply train.

As the empty wagons reached points where forage and other supplies could be obtained, a sufficient number were turned out of the road to take all at the designated place, and so on through the day until all the empty wagons were loaded, making it a rule to take the first supplies arrived at, and to leave none on the road until all the wagons were loaded. The empty wagons would be loaded by the time the rear of the general supply train came up to them, and they would fall into their proper places in the rear of their division trains if in time, or in the rear of the general supply train, without retarding the march. This arrangement worked well, and is probably as good as any that could be made. As a general thing the wagons were required to go but a short distance from the line of march to obtain supplies, there being sufficient near by.

The march proceeded most successfully, there being little resistance from the enemy, and an abundance of food for men and animals being found everywhere until we took position before Savannah.

We arrived near Savannah on the 10th of December, and by the capture of Fort McAlister, on the 13th, communication with the sea was opened to us by the Ogeechee river. Supplies in limited quantities were brought up this river until the 21st December, when Savannah itself was occupied, and our vessels at once came up to the city by the south channel of the river.

The operations of your department, under my charge, from that time until General Sherman's army arrived at Washington, are so fully detailed in my report dated July 22, 1865, on file in your office, that a repetition of them here seems quite unnecessary. During the latter part of May General Sherman's army was broken up as an organization, and during the month of June I was ordered to St. Louis as chief quartermaster of the military division of the Mississippi.

Appended hereto is the statement of public moneys, required by General Order No. 39, from your office, current series. My duties as chief quartermaster in the field have been such that the other statements called for in the order are not required from me, having been responsible for no property, paid for no transportation, and furnished none, received no captured property, built no railroads or telegraph lines, and chartered no vessels.

Very respectfully, your obedient servant,

L. C. EASTON,

Brevet Brigadier General, Chief Quartermaster.

Major General M. C. MEIGS,

Quartermaster General U. S. Army, Washington, D. C.

A true copy :

JOHN V. FUREY.

Captain and Assistant Quartermaster.

Statement of public moneys received and disbursed by L. C. Easton, quartermaster United States army, during the year ending June 30, 1865.

On hand July 1, 1864.....	\$118,869 74
Received from officers during the year.....	97,952 43
Received from Treasury Department during the year.....	765,000 00
Received from sales of property and other sources during the year .....	.....
Total	981,822 17

Expended during the year.....	\$5,373 86
Transferred to other officers during the year.....	846,215 37
Remaining on hand June 30, 1865.....	130,232 94
	981,822 17

Balance on hand June 30, 1865, deposited, viz :	
With assistant treasurer of United States, New York.....	\$32,591 43
With assistant treasurer of United States, St. Louis, Missouri ..	165 33
With depositary of United States, Louisville, Kentucky.....	219 50
With First National Bank, Washington, D. C.....	97,256 68
	130,232 94

L. C. EASTON,

Brevet Brigadier General, Quartermaster U. S. A.

ST. LOUIS, Missouri, August 18, 1865.

A true copy :

JOHN V. FUREY,

Captain and Assistant Quartermaster.

No. 90.

HEADQUARTERS MILITARY DIVISION OF THE MISSISSIPPI,
Morehead City, N. C., March 16, 1865.

GENERAL: In obedience to instructions contained in your letter of the 26th December, 1864, I have the honor to make the following report:

From the 14th to the 25th of October last found me at Chattanooga, Tennessee, hurrying and giving all the assistance in my power to the repair of the road from Chattanooga to Atlanta, which had been destroyed by General Hood's army. On the 26th I joined General Sherman at Galesville, a small town about thirty miles west of Rome, Georgia, where I received his orders, and proceeded the next day to Atlanta, Georgia, by his direction, to superintend the removal of all stores, citizens, sick, &c., from that place to Chattanooga. On entering upon this duty I found the accumulation of supplies and the number of sick, wounded, and negroes, surprisingly large for the short time we had occupied the place. The removal of the whole, except some property not worth transportation, was accomplished by the 12th of November, 1864, and the army of General Sherman commenced its march from Atlanta to Savannah, Georgia, on the 15th November, 1864.

The army consisted of four corps of infantry and one cavalry division, as follows, viz:

14th corps: 15,680 men, 1,408 horses, 4,436 mules, 571 wagons, and 112 ambulances. 15th corps: 18,000 men, 2,164 horses, 5,726 mules, 666 wagons, and 146 ambulances. 17th corps: 11,000 men, 2,156 horses, 3,107 mules, 385 wagons, and 77 ambulances. 20th corps: 14,000 men, 1,740 horses, 4,341 mules, 598 wagons, and 105 ambulances. Cavalry corps: 5,000 men, 7,000 horses, 1,800 mules, and 300 wagons. Total: 63,680 men, 14,768 horses, 19,410 mules, 2,520 wagons, and 440 ambulances.

The following was ordered as the allowance of transportation for baggage, &c., on the march:

One wagon to each regiment; two wagons to each brigade headquarters; three wagons to each division headquarters; five wagons to each corps headquarters; one wagon to each battery; (there was one battery to each division.)

The balance of the transportation was directed to be distributed as follows, viz:

Three wagons to each division for hospital purposes; one wagon to every one hundred men, including artillery for ammunition, and the remainder, 1,476 wagons, was used in transporting forage and subsistence, &c.

The army started from Atlanta with four days' grain.

The subsistence transported for the whole army was as follows, viz:

Hard bread, twenty (20) days' rations; salt meat, five (5) days' rations; sugar and coffee, thirty (30) days' rations; soap, rice, candles, five (5) days' rations; salt, eighty (80) days' rations.

The quantity of salt taken proved unnecessary, as we found it in great abundance in the country passed through.

The army started from Atlanta with 5,476 head of beef-cattle in addition to the above.

The first grain received was at King's bridge, on the Ogeechee river; it arrived there and was issued on the 18th of December, so the animals of the army subsisted on the country twenty-nine days, (we started with four days' grain,) which makes at least 11,145,792 pounds of grain and 15,177,344 pounds of fodder and hay taken from the country and consumed by the army on the march. This is a low estimate of the forage taken from the country, as beef-cattle were fed on the whole route as much as they would eat, and the number of horses, mules and beef-cattle varied from day to day, all increasing in numbers. I enclose you a statement of beef-cattle captured, &c., marked "B."

After General Hood cut the Chattanooga and Atlanta railroad, the animals of the army suffered for want of forage, and a large number of them became very much reduced in flesh and were quite weak when the army commenced its march from Atlanta. This accounts for the large number of animals that gave out and were shot on the road. The character of the mules captured was superior, a small-sized or inferior one being seldom met with.

On the arrival of the army in front of Savannah the condition of its animals was far better than it was at the commencement of its march. Those animals that had strength sufficient at the start improved daily, and those that failed and gave out were replaced by a better class of mules than we found in the trains at starting.

There is no way of arriving at the quantity of subsistence taken from the country; but the whole army fared sumptuously and the animals were never better fed. During the whole march and until we took a position before Savannah, both men and animals had all they could desire in the way of food.

The army marched by corps, and on roads as near parallel to each other as could be found. Each corps had its pontoon train and each division its pioneer force, and with these organizations streams were crossed, roads repaired, and sometimes made, without retarding the movements of the troops.

The management of trains differed somewhat in each corps, but I think the best arrangement was where the train of the corps followed immediately after its troops, with a strong rear guard, in the following order:

- 1st. Corps headquarters baggage wagons.
- 2d. Division headquarters baggage wagons.
- 3d. Brigade headquarters baggage wagons.
- 4th. Regimental headquarters baggage wagons.
- 5th. Empty wagons, to be loaded with forage and other supplies taken from the country, with the proper details for loading them.
- 6th. Ammunition train.
- 7th. Ambulance train.
- 8th. General supply train.

As the empty wagons reached farm-houses and other points where supplies could be obtained, a sufficient number were turned out of the road to take all at the designated point, and so on through the day until the empty wagons were loaded, making it a rule to take the first supplies come to, and to leave none on the road until all the wagons were loaded. The empty wagons could be loaded by the time the rear of the general supply train came up to them, and they would fall into their proper places in the rear of their division trains, if in time, or in the rear of the general supply train, without retarding the march. This arrangement worked well and, is probably as good as any that could be made for procuring supplies. As a general thing the wagons were required to go but a short distance from the line of march to obtain supplies, there being sufficient near by.

Hogs, turkeys, geese, ducks, and chickens were killed and brought to the road by foraging parties sent out at the head of each column, and loaded into wagons as they came up. The captured beef-cattle and sheep were driven along in their proper places and killed as required. Sweet potatoes of the finest kind were found in great abundance immediately on the road; also turnips, which were generally of an inferior quality.

The portable forge is almost entirely done away with in General Sherman's army. Nearly all the officers prefer carrying a small-sized bellows, using any ordinary box filled with dirt as a fire-box. The bellows is swung between two stakes, usually cut from the woods or taken from some fence, driven into the ground, with a piece nailed across the top to suspend the bellows handle. The box (usually a bread-box) is placed at its proper height on four forks or stakes driven into the ground, with pieces laid from one to the other to set the box on.

They transport simply the bellows, anvil and tools, making use of any empty box or barrel for a fire-box. Nearly all the iron-work on the march from Atlanta to Savannah was done with forges of this description. Officers prefer this arrangement to the portable forge, because it does not get out of order and gives a better heat. Since writing this I have received a circular describing Captain John H. Dickinson's portable forge, which is, I presume, got up from this idea. In the absence of portable forges, I would suggest the plan for a forge now used in General Sherman's army, which answers every purpose.

There is one little thing which has been practiced by experienced officers for many years, which would be a great economy in both wagon-sheets and wagon-bows, if officers generally could be made to adopt it; that is, to put their side-boards ten or twelve inches wide on all wagons. Wagons are loaded far above their sides; heavy articles are frequently put on top, and over rough roads; ar against a bow, snapping it off, or coming between the bows, burst out the sheet. The side-boards running the whole length of the wagon and pressing against all the bows prevents this difficulty, and also prevents the loading from coming against a wet sheet. A thin light board of this kind adds very little to the weight of the wagon, and is a great protection to wagon bows and sheets.

For campaigning, I would much prefer a wagon made with standards to the bolster and over the hind axle, so that the body can be readily lifted off and removed from the running-gear; this will be a great economy in wagon-beds, as a great many of them are ruined on a march in hauling heavy timber for bridges, poles for corduroy, &c., to say nothing of the convenience of loading, particularly long timber, and making short turns in the woods to get the wagon into position to load. Another advantage is, that on a rainy day the wagon body can be set on the ground, and the loading kept in it as dry as if it were on its wheels.

In camps and, in fact, about garrisons, where wood is obtained from the forest, and where officers do not take the trouble to make wood-racks, a great many wagon-beds are crushed out and ruined by loading firewood on them. With standards, wood could be cut long and loaded between them.

These are small things, but should the suggestions be followed I think they would prove a convenience and economy in the end.

Immediately on the receipt of your letter of the 26th December last, directing me to call on the chief quartermasters of General Sherman's army for reports of the operations of the Quartermaster's department, on the campaign from Atlanta to Savannah, I called on the chief quartermasters of the two wings and of the different corps for reports. I have not as yet been able to get reports from either Colonel Conklin, chief quartermaster of the right wing, Lieutenant Colonel G. L. Fort or Lieutenant Colonel E. M. Jael, chief quartermasters of the 15th and 17th army corps. My report would have been forwarded sooner had I not waited to get reports from these officers. I have finally concluded to make it without them. I will forward these reports as soon as received.

I enclose you a statement of captured and abandoned animals, marked "A." I enclose also the reports of Major G. E. Dunbar, chief quartermaster of the cavalry corps, Captain J. E. Remington, chief quartermaster (acting) of the 14th army corps, and of Captain H. M. Whittlesey, acting chief quartermaster of the 20th army corps.

I am, general, your obedient servant,

L. C. EASTON,

Brevet Brigadier General, Chief Quartermaster.

Major General M. C. MEIGS,

Quartermaster General U. S. A., Washington, D. C.

A.

Statement of the number of animals captured, abandoned, died, killed, &c., by the army under Major General W. T. Sherman, on the march from Atlanta to Savannah, from November 15 to December 20, 1864.

Command.	CAPTURED.			ABANDONED, DIED, ETC.		
	Horses.	Mules.	Total.	Horses.	Mules.	Total.
Headquarters M. D. M.....	3	25	28	4	11	15
Fourteenth army corps.....	545	1,402	1,947	310	447	757
Seventeenth army corps.....	562	1,064	1,626	No report.		-----
Fifteenth army corps.....	506	641	1,147	50	193	243
Twentieth army corps.....	410	1,020	1,430	402	524	926
Cavalry command.....	1,414	773	2,187	2,343	408	2,751
First Michigan engineers.....	10	5	15	7	20	27
Total.....	3,450	4,930	8,380	3,116	1,603	4,719

L. C. EASTON,
Brevet Brigadier General and Chief Quartermaster.

B.

Statement of cattle on hand at Atlanta, captured en route to Savannah, slaughtered and remaining on hand when army arrived at Savannah, Ga.

Command.	On hand.	Captured.	Total.	Slaught'd.	Remain'g.	Remarks.
20th army corps..	429	2, 204	2, 633	889	1, 744	In addition to this there were about 2,000 in droves not connected with the troops.
14th army corps..	2, 047	590	2, 637	20	2, 617	
15th army corps }	1, 000	10, 500	11, 500	9, 000	2, 500	
17th army corps }						
Total.....	3, 476	13, 294	16, 770	9, 909	6, 861	

A. BECKWITH,
Chief Comm'y Subsistence, Col. and A. D. C.

Official copy :

JOHN V. FUREY,
Captain and Assistant Quartermaster.

No. 91.

OFFICE CHIEF QUARTERMASTER 20TH ARMY CORPS,
Savannah, Ga., January 20, 1865.

GENERAL: In compliance with the requirements of the letter of the Quartermaster General of the 26th ultimo, I respectfully submit the following memoirs upon the march of the trains, and upon the operations of the quartermaster's department of this corps, since the army left Atlanta, including all operations up to the occupation of Savannah.

The tabular statements herewith enclosed are copies of a report made by me to the general commanding this corps, and embrace the following statements:

First. Of the amount of forage taken from the country in foraging expeditions sent out under my direction, by which the animals of the army were fed when supplies were cut off by the enemy's destruction of our railroad communications.

Second. Of the number of animals captured, lost, abandoned, and killed, and of the amount of forage taken from the country on the march.

Third. Of the movements of the trains of this corps, the time of breaking and going into camp, showing the distance made each day, the place of encampment, the state of the weather, the condition of the roads, and remarks referring to the operations of the troops, so far as they came under my observation.

The means of transportation of this corps on the 31st October consisted of seven hundred and ninety-four (794) army wagons, and one hundred and ten (110) two-horse ambulances. This number was reduced by turning in a large number of vehicles. We began the march with five hundred and ninety-eight (598) army wagons, and one hundred and five (105) ambulances; of these, we did not lose one.

The animals had, while in Atlanta, been kept at constant labor in transporting to Rough and Ready the baggage of persons going south when ordered to leave the city, and in work upon the fortifications thrown up by our own troops, while holding that place. They had suffered, too, greatly for the want of forage, before the foraging expeditions were sent out. Hence, on the march we lost or had to abandon a large number of animals, but were able to more than replace them with stock taken from the country. This was greatly superior to any I had ever seen in government service. We entered Savannah with animals, on an average, one hundred per centum better than those we started with; we brought to Savannah few empty wagons; we had on hand every pound of artillery ammunition, and almost every pound of small-arm ammunition. No large amount of subsistence stores, except hard bread, was taken from the train; whilst, on the other hand, a large amount of property of various kinds was added to the loadings.

The troops lived luxuriously, and the animals were generously fed. The composition of the column with which we moved was admirable; with a pontoon train, a corps of engineers, and the infantry in part unencumbered and in part distributed along the trains, no impediments delayed us long. We could corduroy many miles of road, rebuild or construct bridges, and bring our wagons through almost bottomless swamps, and over almost impracticable roads.

I cannot suggest any defects in organization, personal or material, of the department, as shown by the results of this campaign; on the contrary, everything seemed to prove the ability, foresight, and skill of the generals commanding, and of the chiefs of the several staff departments. I am at a loss, too, within the limited space allowed me, to set forth the manifold incidents of the march, which was full of interest and information. The experience of commanding officers and of officers of every department was greatly enlarged. That experience will hereafter enable the one with wisdom, and the other with competent knowledge, to conduct campaigns which will add lustre to our arms, and greatly promote the interests of our government, with a small loss of life and little expenditure of means.

All of which is respectfully submitted.

Your obedient servant,

HENRY M. WHITTELSEY,

Captain and Acting Chief Q. M. 20th A. C.

Brevet Brig. Gen. L. C. EASTON,

Chief Quartermaster M. D. M.

Official copy :

JOHN V. FUREY,

Captain and Assistant Quartermaster.

Report of foraging expeditions sent out by 20th army corps, from Atlanta, Georgia, October, 1864.

Date.	Commands.	Quartermaster in charge.	Army wagons.	Ambulances.	2-horse wagons.	Carts.	Buggies.	Corn, pounds.	Fodder, pounds.	Subsistence supplies.
October 13, 1864	Brig. Gen. Geary, 2d division...	Capt. G. L. Parker, A. Q. M....	420	...	...	...	...	352, 800	28, 200	Cattle, sheep, hogs.
October 20, 1864	Col. Robinson, 3d brig. 1st div'n	Capt. E. P. Graves, A. Q. M....	671	33	8	10	11	551, 488	30, 000	Poultry, lard, butter.
October 24, 1864	Col. Dustin, 2d brig. 3d division...	Capt. M. Summers, A. Q. M....	825	51	(*)	(*)	(*)	607, 380	50, 000	Meal, honey, sirup, &c.
October 29, 1864	Brig. Gen. Geary, 2d division...	Capt. G. L. Parker, A. Q. M....	652	...	...	...	...	420, 800	30, 000	
			.....	.....	.....	.....	.....	1, 932, 468	138, 200	

* Vehicles of all classes.

The trains of the following commands were supplied with forage obtained on these expeditions: 4th corps, 14th corps, 15th corps, 17th corps, and 20th corps, headquarters department Cumberland; medical supply, department Cumberland; cavalry division; signal corps, department Cumberland; ordnance, department Cumberland, batteries; Missouri engineers, Michigan engineers, post and detachments.

The following is the number of animals fed:

	Horses.	Mules.
Animals of 20th corps.....	1, 631	3, 962
Animals of other commands.....	405	3, 564
Total.....	2, 036	7, 526

Report of animals and forage captured, of animals lost, killed, and abandoned by 20th army corps, left wing, army of Georgia, on the march from Atlanta to Savannah, Georgia, from November 15 to December 21, 1864.

Commands.	Quartermaster in charge.	Animals captured.		Animals lost, killed, and abandoned.		Forage taken from country.		Subsistence.
		Horses.	Mules.	Horses.	Mules.	Corn, lbs.	Rice fodder, lbs.	
Headquarters left wing and 20th army corps—								
corps supply and artillery trains.....	Capt. J. A. Schoenmyer, A. A. Q. M.	185	217	246	155	150, 000	210, 000	Cattle, sheep, hogs.
Ambulance corps.....	Capt. J. F. Rowe, A. A. Q. M.	9	45	32	17	47, 764	.....	Poultry, &c.
First division.....	Capt. G. B. Cadwallader, A. Q. M.	20	174	10	10	382, 602	469, 119	
Second division.....	Capt. G. L. Parker, A. Q. M.	84	267	32	32	209, 421	262, 500	
Third division.....	Capt. H. A. Lacey, A. Q. M.	112	317	82	82	348, 197	150, 000	
		410	7, 020	402	524	1, 227, 984	1, 091, 619	
							550, 694	

Report of movements of trains 20th army corps, left wing, army of Georgia, on the march from Atlanta to Savannah, Georgia. November 15 to December 31, 1864.

Tuesday, November 15.—Left camp 9 a. m.; arrived at Stone mountain 5 p. m.; distance, 16 miles; roads good; weather fine. Left Atlanta; the public buildings destroyed, and part of the city on fire.

Wednesday, November 16.—Left camp 9.30 a. m.; arrived at McGuire's farm 4.30 p. m.; distance, 8 miles; roads good; weather fine.

Thursday, November 17.—Left camp 7.30 a. m.; arrived near Cornish creek 6.30 p. m.; distance, 15 miles; roads good; weather fine.

Friday, November 18.—Left camp 7.30 a. m.; arrived at Jones's farm 7.30 p. m.; distance, 16 miles; roads good; weather, rained in the night. Destroying Georgia railroad—burned depots, tanks, &c., and destroyed track and wood at Social Circle and Rutledge.

Saturday, November 19.—Left camp 7 a. m.; arrived at Brock's farm, beyond Madison, 1 p. m.; distance, 7 miles; roads good; weather rainy. 2d division sent to burn bridge across Oconee river.

Sunday, November 20.—Left camp 8 a. m.; arrived towards Eatonton 4.30 p. m.; distance, 12 miles; roads good; weather cloudy—rained at 5 p. m.

Monday, November 21.—Left camp 7 a. m.; arrived five miles beyond Eatonton 12 m.; distance, 13 miles; roads very muddy—bad; weather very rainy. Hard frost this night.

Tuesday, November 22.—Left camp 7.30 a. m.; arrived at Milledgeville 5 p. m.; distance, 15 miles; roads fair; weather very cold, but clear.

Wednesday, November 23.—In camp all day; weather very cold, but clear. Burnt arsenal and penitentiary; destroyed arms and munitions of war.

Thursday, November 24.—Left camp 8 a. m.; arrived near Bluff creek 4 p. m.; distance, 13 miles; roads fine; weather fine—cold. Built bridge over Buffalo creek.

Friday, November 25.—Left camp 8 a. m.; arrived at Buffalo creek 4.30 p. m.; distance, 8 miles; roads fine; weather fine—warmer. Skirmish with the enemy this evening.

Saturday, November 26.—Left camp 7 a. m.; arrived at Sandersville 10 a. m., by odometer; distance, 8 miles; roads good; weather fine—warm. Skirmishing on entering Sandersville. 14th corps train precedes ours.

Sunday, November 27.—Left camp 9 a. m.; arrived at Davisboro' 6.30 p. m.; distance, 15.27 miles; roads good; weather fine—warm. Burnt the court-house and jail at Sandersville before marching.

Monday, November 28.—Left camp 7.30 a. m.; arrived at Ogeechee river 12 m.; distance, 9.23 miles; roads swampy; weather fine—warm. 1st and 2d divisions sent to destroy the railroad from Davisboro' to the river; we found the bridge across Ogeechee burnt—rebuilt it.

Tuesday, November 29.—Left camp 12 m.; arrived beyond Louisville 5 p. m.; distance, 6.13 miles; roads good, except through the swamps, which we corduroyed; weather fine—warm. Crossed on pontoons, passing through Louisville.

Wednesday, November 30.—Weather fine—warm; roads good, except through the swamps, which we corduroyed. 1st and 2d division troops rejoin command.

Thursday, December 1.—Left camp 9 a. m.; arrived at Baker's creek, near Birdsville, 5.15 p. m.; distance, 13.17 miles; roads good, except through the swamps, which we corduroyed; weather fine—warm. Michigan engineers build bridges across creeks.

Friday, December 2.—Left camp 7.30 a. m.; arrived at Buckhead church 4.15 p. m.; distance, 10.89 miles; roads good, except through the swamps, which we corduroyed; weather cloudy. Passed the Millen (prison) stockade on our left.

Saturday, December 3.—Left camp 8 a. m.; arrived at Horse creek 5.15 p. m.; distance, 15.52 miles; roads good, except swamps; weather fine. Some of our troops destroyed a mill half mile on left of road, burning the sluice gate and flooding the road, delaying the trains 12 hours.

Sunday, December 4.—Left camp 7 a. m.; arrived at pine woods 5 p. m.; distance, 14.73 miles; roads good, except swamps; weather fine. Train of cavalry division (211 wagons) ordered to move with us.

Monday, December 5.—Left camp 4 p. m.; arrived near Little Ogeechee river 6 p. m.; distance, 2.81 miles; roads good, except swamps; weather fine. Roads barricaded by fallen timbers.

Tuesday, December 6.—Left camp 6 a. m.; arrived at Cowpen creek 4.30 p. m.; distance, 16.26 miles; roads good, except swamps; weather, rained in night. Crossed Turkey creek. Collected captured horses and mules here to remount cavalry who had lost animals in late action at Waynesboro'.

Wednesday, December 7.—Left camp 8.30 a. m.; arrived at Ebenezer creek, near Springfield, 4 p. m. distance, 9.68 miles; roads swampy; weather fine.

Thursday, December 8.—Left camp 9 a. m.; arrived at Springfield 12 m.; distance, 0.93 mile; roads swampy; weather fine.

Thursday, December 8.—Left camp 3 p. m.; arrived at St. Augustine's creek 7 p. m.; distance, 5.55 miles; roads swampy; weather fine. Not much forage or subsistence stores found in the country passed over in the last two days—it is all rice fields and swamps.

Friday, December 9.—Left camp 9.30 a. m.; arrived near Monteith 5.45 p. m.; distance, 14.15 miles; roads, good turnpike; weather cloudy. Found forts in front and the roads barricaded; attacked the forts—rebels evacuated.

Saturday, December 10.—Left camp 10 a. m.; arrived five miles from Savannah 4.30 p. m.; distance, 10.53 miles; roads, good turnpike; weather cloudy. Captured General Harrison, commandant at forts, yesterday.

Sunday, December 11.—Weather, fine till the 21st. First day's siege of Savannah.

Monday, December 12.—Winyar's battery captured the confederate steamer *Resolute* with 7 officers and 16 men.

Tuesday, December 13.—Steamer *Resolute* turned over to me; manned her and commenced repairs. Fort McAllister captured. Running the rice mills in neighborhood.

Wednesday, December 14.—

Thursday, December 15.—Sent 150 wagons to King's bridge for supplies.

Friday, December 16.—

Saturday, December 17.—Received our first mail.

Sunday, December 18.—

Monday, December 19.—

Tuesday, December 20.—Savannah evacuated.

Wednesday, December 21.—Left camp 12.30 p. m.; arrived 2.30; distance 5.50; moved into the city.

25 marching days, averaging 11.25 miles per day, 281.55

HENRY M. WHITTELSEY,

Captain, Acting Chief Quartermaster 20th Army Corps.

HEADQUARTERS 20TH A. C., OFFICE CHIEF QUARTERMASTER,

Savannah, Georgia, January 20, 1865.

Official copy :

JOHN V. FUREY,

Captain and Assistant Quartermaster.

No. 92.

OFFICE CHIEF QUARTERMASTER CAVALRY COMMAND,

Savannah, Ga., January 19, 1865.

GENERAL: In accordance with instructions received from your office this date, I have the honor to submit the following report of the marches of the cavalry trains and operations of the Quartermaster's department from November 15, 1864, up to the time of reaching position before Savannah December 10, 1864:

Left Atlanta on the morning of the 15th November, marching toward McDonough. Had a good road, with the exception of one bad hill, until we got within about seven miles of McDonough, when we had a bad creek to cross; here the road in wet weather must be very soft and bad. Passed through McDonough on the 17th; we had good roads from this on until we reached Ocmulgee mills, on the Ocmulgee river, November 19. On the south side of Ocmulgee river there is a very long, steep hill; it had been raining, and the mud was very deep and heavy on the steepest part of the hill; before my train arrived there nearly every wagon stalled. There was a large pioneer corps at the hill, but they only helped push when the wagons stalled. I took a small number of negro pioneers I had and shovelled all the mud off to the side of the road; this left the road very slippery; as the soil was clay, I then had the road picked up into the dry earth and made rough, and the trains went up the hill without any difficulty. I would here remark that I had organized a pioneer corps of fifty negroes, with picks, spades and axes, and all through the march I found their services invaluable. Indeed, without their services it would have been impossible for me to have got my train along. I think every division train should have a pioneer corps along with it on all marches, and then that quartermasters should see that any bad places in the road are repaired before a wagon is stalled or broken down in them; this is often not the case. My experience is that "one minute's work in time" repairing roads "saves more than nine."

The road from Ocmulgee to Milledgeville is very low and soil clayey. In dry weather roads are very good; but when I moved over them it was raining and the roads were terrible, the wagons often going in up to the beds in mud. At least one-half of the roads would have to be corduroyed in order to pass heavy trains in wet weather. Arrived at Milledgeville 24th November.

The road from Milledgeville to Sandersville I found very good until we got near Sandersville, where we had Buffalo swamp and Buffalo creek to pass

This was a bad swamp, and had to be corduroyed for about half a mile. The road was good from Sandersville to the Ogeechee river, and soil sandy. Reached Ogeechee river at night, 28th November. Enemy attacked rear of my train, but were repulsed. On the south side of the Ogeechee river there is a very bad swamp, and between two and three miles of it had to be corduroyed. The marsh was so soft it required a force constantly at work on it, as the timber all sank down into the ground.

Crossed Big Buck Head creek at Big Buck Head church; here was an admirable place, especially on the south side, for a force to prevent an enemy's crossing. December 3, passed to the east of Millen, roads very low and swampy; in wet weather they must be almost impassable. December 4, on the road from Millen to Springfield had to cross one very bad swamp, where it was necessary to build a corduroy road for half a mile; from this time until we reached Springfield we had a constant succession of swamps. About ten miles northeast of Springfield there is a swamp five miles wide, and, in order to make it available for military operations in wet weather, it would be necessary to corduroy the whole five miles. I saw more than one hundred wagons stalled in this swamp, and a number broken down. The pioneer corps of the army had gone on ahead before the roads were bad, consequently there were but very few men to repair the road.

The regular pioneers usually go in advance of the army and repair some of the worst places; by the time half of the trains have passed over the roads in this marshy country, places that were at first apparently good have become very bad; and as the pioneers are out of reach, the quartermaster has to rely upon his own resources, and I would urge this as another reason why each division quartermaster should be required to have a pioneer corps, and then repair the roads where he sees that they need repairing.

I left Springfield on the 8th December, and arrived within six miles of Savannah on the night of 10th instant; roads mostly very good, but had two or three swamps to pass through. I would respectfully suggest that improvements might be made in running trains. Instead of moving large train, say 200 wagons, as an entire train, and on good roads hurrying the rear wagons up to "keep closed up," and jamming up together at bad places and waiting, I would divide the 200 wagons into sections of not more than 50 wagons in each; then place the slowest walking teams I had at the heads of each section and move the head of each section as slow as I possibly could, allowing for bad places and the little stops that always will occur through the train; this will keep the last team of each section on a fast walk, and will allow the gaps that must occur to be between sections instead of between wagons; this will give the wagon-masters a chance to attend better to the teams under their charge; the sections are bound to come together at every bad place, and by this means will move much more steadily, and avoid all hurry and trotting of teams. Owing to the scarcity of forage, and the impracticability of hitching the mules away from the wagons, the mules very often eat the wagon tongues and end-gates so as to spoil them; the iron to protect them cannot always be procured in the field, and I would suggest that all contractors be required to nail strips of iron along the tops of wagon tongues and end-gates to prevent the mules from eating them. I think it would be economy to manufacture jockey sticks out of $\frac{1}{2}$ -inch round iron instead of wood, as so many of them are broken.

I have made these few suggestions (as per invitation) because I think if acted upon they would benefit the service; and hoping they may not be amiss.

I am, general, very respectfully, your obedient servant,

G. E. DUNBAR,

Major and Chief Q. M. Cavalry Command, Army of Georgia.

Bvt. Maj. Gen. M. C. MEIGS,

Quartermaster General U. S. A., Washington, D. C.

A true copy:

JOHN V. FUREY, *Captain and A. Q. M.*

No. 93.

OFFICE CHIEF QUARTERMASTER 15TH ARMY CORPS,
In the field, South Carolina, January 26, 1865.

GENERAL: I have the honor to respectfully report, in compliance with the order of the Quartermaster General, dated at Savannah, Georgia, December 26, 1864, that, on the 15th day of November last, the 15th army corps left Atlanta, Georgia, with about eight hundred and fifty six-mule teams, and one hundred and fifty two-horse and two-mule ambulances, divided among the four divisions of the corps, which amounted to about forty teams to the thousand troops for duty, not counting non-effectives or civil employés. About two hundred and twenty-five of these wagons were loaded with ammunition, each carrying 2,500 pounds, net, ammunition, which was not diminished much until we commenced the siege of Savannah.

About five hundred wagons were loaded with commissary stores, forty-eight boxes of hard bread each, and other stores were more heavily loaded.

The remainder of the trains were loaded with hospital stores, pioneer tools and materials, a small quantity of camp and garrison equipage, and officers' private baggage. Eight wagons were loaded with shoes and socks.

Each wagon and ambulance, in addition, on the start carried five days' forage of grain, and three rounds of shoes for its team. Before this forage was expended, plenty was found in the country; and, until wagons were emptied by issue, forage was gathered and brought in by mounted "bummers."

When we set out our mules were in bad condition, having been starved around Atlanta for want of forage, but soon recruited on the march by good care. Fresh mules were gathered to replace the broken down, from persons whose names are unknown, and when we arrived at Savannah our trains were very fine.

An active lieutenant and regimental quartermaster was detailed to assist the division quartermaster in the movement of his trains, and usually remained in the rear with a small detachment of negro pioneers, and good fresh mules ready harnessed, to help forward any wagon in distress. Miles of corduroy were built almost every day by organized pioneers, without which the trains could not have been moved.

The pontoon train belonging to the army of the Tennessee was badly appointed, and utterly without organization, and therefore caused much trouble and delay. The trains of the 15th corps were often called upon to go back a day and night's march and haul it up, and finally had to take one-half of it to haul all the time. Why it was in such condition is unknown to me. Had it not been for this matter the march would have been made by our trains with ease, and the mules improved every day until we entered Savannah; after which they were soon much reduced for want of forage, having nothing but a very little rice for a considerable time.

I have the honor to be, general, very respectfully, your most obedient servant,

G. L. FORT,

Lieut. Colonel and Chief Quartermaster 15th Army Corps.

Major General M. C. MEIGS, *Quartermaster General.*

Through Brigadier General L. C. EASTON, *Chief Quartermaster.*

A true copy:

JOHN V. FUREY,

Captain and Assistant Quartermaster

No. 94.

OFFICE CHIEF QUARTERMASTER 15TH ARMY CORPS,
Louisville, Kentucky, July 1, 1865.

GENERAL: I have the honor to respectfully report, that at the close of my last annual report, June 30, 1864, I was on duty at Memphis, Tennessee, in charge of river transportation and what appertained thereto, by the assignment of Brigadier General Robert Allen, chief quartermaster, and reporting to Captain A. R. Eddy, assistant quartermaster, in charge of the depot, and so continued on duty until September 1. Having been, by direction of the President, assigned to duty as chief quartermaster of the 15th army corps, with the rank of lieutenant colonel, from July 21, 1864, was therefore relieved from duty at Memphis, and after transferring the public property in my charge, on the 15th day of September, 1864, left Memphis to join the corps, and proceeded via Cairo, Illinois, Louisville, Kentucky, and Nashville, Tennessee, and arrived at Atlanta, Georgia, September 25, and reported to Major General P. J. Osterhause, then commanding the corps, and on the 28th September was announced as chief quartermaster, and immediately entered upon duty. The corps consisted of four divisions.

October 4, 1864.—The corps, with the other armies under the command of General Sherman, started in pursuit of the rebel army, under the command of the rebel General Hood.

The mules of the corps were poor and miserable, and we had no forage. Hood was not overtaken, and General Sherman returned with his army to Atlanta, Georgia, early in November, and fitted out as well as possible, and loaded the trains with supplies, and on the 15th day of November, 1864, severed all communications with the north, and set out on a campaign, which, after continued skirmishing, hard marching, and a battle at Griswoldville, the assault of Fort McAllister, and the siege of Savannah, terminated in the capture of that city on the 21st day of December. We foraged upon the country, and recruited our animals on the campaign, but there being no forage to be had in Savannah, they soon became considerably reduced.

January 8, 1865.—Major General John A. Logan returned and resumed command of the corps, and a new campaign was begun through South Carolina.

The corps proceeded to Beaufort, South Carolina, partly by small ocean steamers and partly by water. It rained in torrents almost every day, and the whole country was flooded.

January 28.—The corps began to move from Beaufort; passed Pocotaligo, and then floundered on through the mud and water to Columbia, the capital of the State of South Carolina, which was captured, occupied, and burned on the 17th day of February, having had continued fighting and skirmishing from Savannah.

February 21.—We again resumed our march, and thousands of refugees, white, black, and mixed, followed. The roads were worse. We had to corduroy and bridge miles of swamps every day. Captured Cheraw, South Carolina, Fayetteville, North Carolina, and on the 20th and 21st days of March had a battle at and near Bentonville, North Carolina, and entered Goldsboro', North Carolina, March 24, where we received supplies.

April 10.—Again set out on another campaign. The roads were very bad. We reached, captured, and entered Raleigh, the capital of North Carolina, April 13, and here we rested until the rebel General Johnston surrendered his army to General Sherman, when we made ready to march homeward.

April 29.—We set out lightly loaded for Washington city, and of course hav

ing no opposition, reached Alexandria, Virginia, via Petersburg and Richmond, May 19, 1865.

Major General Logan having been assigned to the command of the army of the Tennessee, Major General Hazen assumed command of the 15th army corps May 22.

May 24.—The corps was reviewed in Washington city, and immediately after commenced embarkation by the Baltimore and Ohio railroad, via Parkersburg and by the Ohio river, in transports to Louisville, Kentucky, where the corps went into camp, and now awaits orders.

No public property for which I was accountable has been lost, destroyed or captured during the year, and all forage gathered and all property captured during the year by the corps has been taken up and accounted for by the division quartermasters.

2. Reference is respectfully made to a statement made in accordance with form A, to be filed herewith.

3. Reference is respectfully had to a statement made in accordance with form B, to be filed herewith.

4. Reference is respectfully made to a statement of public moneys to be filed herewith.

5. Reference is respectfully made to a statement of the amount of transportation furnished during the year, to be filed herewith.

6. I have the honor to respectfully state that I have performed no duties during the year that could be reported under this head.

7. Reference is respectfully made to a statement made in accordance with form C, to be filed herewith.

I have the honor to be, very respectfully, your most obedient servant,

G. L. FORT,

Lieut. Colonel and Chief Quartermaster 15th Army Corps.

Major General M. C. MEIGS,

Quartermaster General U. S. A. Washington, D. C.

A true copy :

JOHN V. FUREY,

Captain and Assistant Quartermaster.

Statement of quartermasters' property for the fiscal year ending June 30, 1865.

Articles, number, or quantity.	On hand July 1, 1864.	Received from officers.	Purchased. Manufactured.	Captured, gained, &c.	Total.	Issued and transferred.	Sold, lost, expended, &c.	Total.	On hand June 30, 1865.
Anchors.....no.	1				1	1		1	
Augers.....no.	5			1	6	6		6	
Axes.....no.	112				112	52	60	112	
Alcohol.....galls.		$\frac{1}{2}$			$\frac{1}{2}$		$\frac{1}{2}$	$\frac{1}{2}$	
Asphaltum.....galls.		1			1		1	1	
Board, blotting.....sheets.	100				100	100		100	
Books, memorandum.....no.		6			6	6		6	
Blanks, quartermasters'.....qrs.		92			92	92		92	
Buckets, water.....no.	36			2	38	25	13	38	
Boilers, coffee.....no.	1				1	1		1	
Boilers, tin.....no.	4				4	4		4	
Barges.....no.	5	3		1	9	3	6	9	
Barges, gunnel.....no.	16			1	17	17		17	
Blocks and tackle.....sets.	3				3	3		3	
Buggies.....no.	1				1	1		1	
Bellows.....no.	1				1	1		1	
Boilers, iron.....no.	1				1	1		1	
Boxes, coal.....no.	23				23	23		23	
Bars, claw.....no.	2				2	2		2	
Brushes, whitewash.....no.		6			6		6	6	
Bolts carriage.....no.		15			15		15	15	
Bolts, horse.....no.	10				10	10		10	
Benzole.....galls.		$\frac{1}{2}$			$\frac{1}{2}$		$\frac{1}{2}$	$\frac{1}{2}$	
Bushing hose.....no.	1				1	1		1	
Brooms, corn.....no.		12			12	12		12	
Coal.....bush.	235,595 $\frac{1}{2}$			39,493	275,088 $\frac{1}{2}$	209,311 $\frac{1}{2}$	65,777	275,086 $\frac{1}{2}$	
Chairs.....no.	6				6	6		6	
Chairs, office.....no.	8			4	12	12		12	
Comforts.....no.	12				12	12		12	
Clocks.....no.	1				1	1		1	
Chains.....lbs.	264				264	264		264	
Cars, platform.....no.	10				10	10		10	
Chisels, trucks.....no.	4				4	4		4	
Crowbars.....no.	8				8	8		8	
Carriages, timber.....no.	3				3	3		3	
Cleavers.....no.	1				1	1		1	
Clamps, hose.....no.	10				10	10		10	
Couplings, hose.....no.	6				6	6		6	
Cans, oil.....no.	12			5	17	7	10	17	
Covers, wagon.....no.				5	5	5		5	
Desks, office.....no.	1				1	1		1	
Drainers, oil.....no.	1				1	1		1	
Envelopes.....no.		1,500			1,500	1,500		1,500	
Elbows.....no.	2				2	2		2	
Files, assorted.....no.	7				7	7		7	
Files, hand saw.....no.	11				11		11	11	
Forks, stable.....no.	1				1	1		1	
Griddles, iron.....no.	2				2	2		2	
Grindstones.....no.	1				1	1		1	
Hooks, boat.....no.	5				5	5		5	
Horses.....no.	5				5	5		5	
Handles, file.....no.	3				3	3		3	
Hatchets and handles.....no.	4				4	3	1	4	
Hangings, grindstone.....sets.	1				1	1		1	
Hammers, English.....no.	2				2	2		2	
Handles, axe.....no.	158				158	102	56	158	
Hose, rubber.....feet.	12			12	24	24		24	
Hinges, butt.....pairs.		6			6		6	6	
Harness, horse.....single sets.				5	5	5		5	
Hinges, T.....pairs.		6			6		6	6	
Handles, chest.....no.		8			8	8		8	
Ink, red.....bottles.		6			6	6		6	
Inkstands.....no.	7				7	7		7	
Iron, hoop.....lbs.		222			222		222	222	
Iron, old.....lbs.				240	240	240		240	
Knives, butcher.....no.	1				1	1		1	
Knives, drawing.....no.	2				2	2		2	
Lamps.....no.	2				2	2		2	
Lamps, engine.....no.	1			1	2	2		2	
Lamps, bracket.....no.	3				3	3		3	
Lamps, jackets.....no.	2				2	2		2	
Lanterns.....no.	12			4	16	9	7	16	
Lanterns, No. 3 Pear.....no.	2				2	2		2	

Statement of quartermasters' property, &c.—Continued.

Articles, number, or quantity.	On hand July 1, 1864.	Received from officers.	Purchased. Manufactured.	Captured, gained, &c.	Total.	Issued and transferred.	Sold, lost, expended, &c.	Total.	On hand June 30, 1865.
Locomotives, engine.....no..	2				2	2		2	
Lumber, assorted.....feet..	30,000	3,000		57,400	90,400	83,400	7,000	90,400	
Lime.....barrels..		8			8		8	8	
Lead, white.....lbs..		25			25		25	25	
Liniment.....bottles..		1			1		1	1	
Mucilage.....bottles..		6			6	6		6	
Mattresses.....no..	6				6	6		6	
Mops and handles.....no..	3				3		3	3	
Mandrills.....no..	1				1	1		1	
Nails, cut.....lbs..		410			410		410	410	
Nails, wrought.....lbs..		100			100		100	100	
Needles, sacking.....no..	12				12	12		12	
Oars.....no..	2				2	2		2	
Oilers, spring.....no..	2				2	2		2	
Oil, fish.....galls..		$\frac{1}{2}$			$\frac{1}{2}$		$\frac{1}{2}$	$\frac{1}{2}$	
Oil, lard.....galls..		41 $\frac{1}{2}$			41 $\frac{1}{2}$		41 $\frac{1}{2}$	41 $\frac{1}{2}$	
Oakum.....lbs..		50			50		50	50	
Oil, coal.....galls..		40			40	15	25	40	
Paper, letter.....qrs..		152 $\frac{1}{2}$			152 $\frac{1}{2}$	152 $\frac{1}{2}$		152 $\frac{1}{2}$	
Paper, foolscap.....qrs..		20			20	20		20	
Pans, wash.....no..	4				4	4		4	
Pans, baking.....no..	5				5	5		5	
Pans, frying.....no..	1				1	1		1	
Pipe, stove.....lbs..	231				231	219	12	231	
Pillows, moss.....no..	6				6	6		6	
Pots, dinner.....no..	1				1	1		1	
Paulins.....no..	26				26	26		26	
Picks and handles.....no..	26				26	26		26	
Packing, cotton.....lbs..		5			5		5	5	
Packing, hemp.....lbs..		42			42		42	42	
Paper, sand.....sheets..		12			12		12	12	
Padlocks.....no..	9			3	12	12		12	
Rope.....lbs..	22,892				22,892	12,944	9,948	22,892	
Stoves, coal.....no..	1				1	1		1	
Stoves, cook, and fixtures.....no..	4				4	4		4	
Stoves, wood.....no..	3				3	3		3	
Spoons, iron.....no..	125				125	125		125	
Stools, office.....no..	1				1	1		1	
Shears, lamp.....no..	1				1	1		1	
Slips, pillow.....no..	12				12	12		12	
Sheets, single.....no..	12				12	12		12	
Stoves, wood.....no..									
Screws, jack.....no..	2				2	2		2	
Skiffs.....no..	1				1	1		1	
Screws, assorted.....gross..		6			6		6	6	
Sledges and handles.....no..	4				4	4		4	
Saws, hand.....no..	2				2	2		2	
Screws, bench.....no..	1				1	1		1	
Saws, cross-cut.....no..	2				2	2		2	
Shovels.....no..	92			8	100	100		100	
Shovels, coal.....no..	2				2	2		2	
Shovels, corn.....no..	20				20	20		20	
Skids.....no..	284				284	244	40	284	
Spades.....no..	17			3	20	20		20	
Scales, Howe's army.....no..	1				1	1		1	
Spikes, marlin.....no..	1				1	1		1	
Spikes, boat.....lbs..		75			75		75	75	
Tongs, iron.....no..	4				4	4		4	
Tubs, wash.....no..	2				2	2		2	
Tugs, steam.....no..	1				1	1		1	
Tenders.....no..	1				1	1		1	
Trowels.....no..	2				2	2		2	
Tacks.....papers..		4			4		4	4	
Tape, office.....pieces..		24			24		24	24	
Vices.....no..	1				1	1		1	
Wood.....cords..	7,209 $\frac{1}{2}$			387 $\frac{1}{2}$	7,5965-6	6,625	9715-6	7,5965-6	
Wrenches, monkey.....no..	1			1	2	2		2	
Wheelbarrows.....no..	33				33	33		33	
Whiting.....lbs..		5			5		5	5	

Statement of clothing, camp and garrison equipage, for the fiscal year ending June 30, 1855.

Articles.	On hand July 1, 1864.	Received from officers.	Purchased.	Manufactured.	Taken up, &c.	Total.	Issued and transferred.	Sold, lost, &c.	Total.	On hand June 30, 1865.

I had no clothing, camp, and garrison equipage in my possession during this year.

Statement of public moneys for the fiscal year ending 30th day of June, 1865.

On hand July 1, 1864.....	\$18, 552 43
Received from officers during the year.....	79, 302 59
Received from sale of property and other sources during the year..	1, 135 00
Total received during the year.....	98, 990 02
Expended during the year.....	\$23, 579 65
Transferred to officers during the year.....	75, 410 37
Total expended and transferred.....	98, 990 02
On hand the 30th day of June, 1865.....	

Statement made in accordance with paragraph 5, section 5, of General Orders No. 29, Quartermaster General's office, series of 1864.

No amounts were paid by me for railroad or other land transportation during the year ending the 30th of June, 1865.

No amounts were paid by me for transportation on rivers or lakes, or for transportation by sail or steam vessels on the ocean, during this year.

The steamers chartered and employed by me on the rivers, as per my roll No. 2, were all paid on voucher, form No. 22.

Vessels seized and used, the rate of hire of which was not agreed upon, were given vouchers, stating the period of service, but not the rate of pay. This was left to be fixed by Colonel L. B. Parsons, chief quartermaster W. R. T.

The money received by these vessels for private freight and passengers carried by them was indorsed on their vouchers, to be deducted by Colonel Parsons upon settlement.

Estimated amount of transportation furnished for—

Subsistence stores, tons.....	1, 876
Ordnance stores, tons.....	660
Quartermasters' stores, tons.....	9, 108
Medical stores, tons.....	176
Total.....	11, 820
Number of troops.....	44, 000

Statement of vessels chartered or employed during the fiscal year ending the 30th day of June, 1865.

Name of vessel.	Kind of vessel.	Tonnage.	Period of service.		Rate of pay.*	Month or day.*	Total earnings.*
			From—	To—			
Jenny Lind.....	Tow-boat.....	112	July 1, 1864	Aug. 31, 1864			
Silver Wave.....	Transport.....	500	July 4, 1864	July 11, 1864			
Silver Wave.....	do.....	500	July 22, 1864	Aug. 31, 1864			
J. C. Swon.....	do.....	1, 200	July 4, 1864	July 11, 1864			
Sunny South.....	do.....	550	July 4, 1864	July 12, 1864			
Madison.....	do.....	800	July 1, 1864	July 23, 1864			
Pike.....	do.....	375	July 1, 1864	July 7, 1864			
Pike.....	do.....	375	July 18, 1864	July 31, 1864			
Lillie Martin.....	do.....	325	July 1, 1864	July 6, 1864			
J. D. Perry.....	do.....	750	July 3, 1864	July 10, 1864			
Ellwood.....	Picket-boat.....	25	July 1, 1864	Aug. 31, 1864			
Saint Cloud.....	Transport.....		July 4, 1864	Aug. 15, 1864			
Tycoon.....	do.....		July 4, 1864	July 11, 1864			
Niagara.....	Tow-boat.....		July 18, 1864	Aug. 8, 1864			
Lady.....	Transport.....		July 18, 1864	July 26, 1864			
New York.....	do.....		July 23, 1864	Aug. 6, 1864			
Freestone.....	do.....		Aug. 3, 1864	Aug. 31, 1864			
Nevada.....	do.....		Aug. 24, 1864	Aug. 31, 1864			

* Not determined.

REMARKS.—The rate of pay of these steamers was determined, without my knowledge as to the amount, by Colonel Lewis B. Parsons, chief quartermaster W. R. T., to whom I reported the period of service, in accordance with existing orders, and who settled with all steamers employed by me.

No. 95.

HEADQUARTERS FOURTEENTH ARMY CORPS,

Office Chief Quartermaster, Louisville, Ky., July 1, 1865.

In accordance with General Orders No. 29, Quartermaster General's office, dated Washington, D. C., July 6, 1864, I submit herewith my annual report for the fiscal year ending the 30th day of June, 1865.

My report as assistant quartermaster United States volunteers, on duty as such with the second division 14th army corps, for fiscal year ending the 30th day of June, 1864, was forwarded from in front of Atlanta, Georgia, during the month of July last. Concerning my services previously to the present report I have the honor to refer the department to that report, merely stating here that on the 1st day of July, 1864, I was still on duty, by order of the chief quartermaster of the department of the Cumberland, as assistant quartermaster second division 14th army corps.

July 1, 1864.—The second division 14th army corps was still laying in front of Kenesaw mountain, where it remained until the falling back of General Joe Johnston.

July 3.—Started at daylight with the train across Pine mountain, towards Marietta, Georgia, this place having been, during the night, evacuated by the rebel forces. Owing to the great number of transportation on the road leading from Big Shanty to Marietta, on the right of Kenesaw mountain, was unable to proceed further than to the neighborhood of Marietta; went in camp about one mile from Military Institute; water and grazing good; weather warm.

July 4.—Started at daylight; passed by Military Institute; took county cross-roads to the right of Marietta and Chattahoochee railroad bridge road; camped near a good large spring, about seven miles from Marietta; weather very warm; distance of day's march eight miles.

July 5.—In camp.

July 6.—Started at daylight, on road leading towards Vinning's Station; camped about equal distance from the Chattahoochee river and Vinning's Station, to the right of wagon road from Marietta to Chattahoochee bridge; distance of day's march nine miles; weather very warm.

July 6 to July 17.—In camp; supplies drawn from depot at Marietta; refitted second division 14th army corps with the required estimates of clothing, &c.

July 18.—Started at 2½ a. m., Vinning's Station; camped half mile beyond Vinning's Station, near Chattahoochee river; distance of day's march four miles; weather very warm.

July 19 to July 23.—In camp, repairing transportation.

July 24.—Crossed Chattahoochee river with train; camped four miles from Atlanta, about one mile from railroad.

July 25 to August 3.—In camp; weather very warm; drawing forage from Vinning's Station.

August 4.—Directed by Colonel A. J. Mackay to receive and issue the full estimates of clothing, camp and garrison equipage, and quartermasters' stores to the 14th army corps.

August 5 to August 8.—Very busy issuing; supplies having been sent without invoices, and having been unloaded at the Vinning's Station without having been notified, causes me to take double care in invoicing as well as issuing same.

August 9 to 19, inclusive.—In camp; was ordered to report, by direction of General Thomas, commanding the department, to commanding officer 14th army corps, in the capacity as acting chief quartermaster 14th army corps.

August 20.—Troops moving in the morning, but return to old camp at night; weather very fine.

August 21 to August 24.—In camp, transferring transportation to Lieutenant A. L. Coe, acting assistant quartermaster second division 14th army corps.

August 25.—Started at 7 a. m; moved eight miles to the right; weather fine.

August 26.—Started at 12½ p. m. towards the right; heavy rain, making road very bad; camped at 6½ p. m; distance of march six and a half miles.

August 27.—Moved at daylight in southwest direction; distance of march one mile.

August 28.—Started at daylight; progress very slow; camped at night at Red Oak Station; weather cloudy.

August 29.—In camp.

August 30.—Moved nearly direct south course to-day; march during the day seven miles.

August 31.—Moved three miles; heavy skirmishing and shelling.

September 1.—Train in camp near Jonesboro'; troops heavily engaged.

September 1 to 6, inclusive.—In camp near Jonesboro'.

September 9 to October 3.—In camp at Atlanta.

September 7.—Started at daylight for Atlanta.

September 8.—Arrive with train at Atlanta.

CAMPAIGN AFTER HOOD.

October 3, 1864.—Left Atlanta, Georgia, on the return after Hood. The second division 14th army corps having been ordered to the rear by the railroad on the 29th of September, I was directed by General J. C. Davis, commanding the corps, to order the trains of that division to remain at Atlanta, Georgia; camped at the railroad bridge across the Chattahoochee; distance of day's march, eight miles.

October 4.—Started at 8½ a. m.; camped at old camp, eight miles from Marietta, but having been in camp about three hours received marching orders; left again at 4 p. m., on a road leading towards Mount Zion church; went in camp at 9 p. m.; distance of day's march, nine miles; rained slight showers during the day.

October 5.—Started at daylight, on a road leading toward Acworth; weather clear, but very warm; camped one mile from Acworth; good water and grazing.

October 6 to 9.—In camp.

October 10.—Started at daylight to Allatoona Pass, five miles from Acworth; arrived there at 9 a. m.; camped at Allatoona Pass till 8 p. m.; received orders to push forward to Etowah river that night; camped on bank of Etowah; arrived at 2 a. m.

October 12.—Left camp at 7 a. m.; passed through Cartersville, Cass Station; camped at Kingston, Georgia; weather very warm; distance of day's march, sixteen miles; succeeded in drawing grain at Kingston, Georgia, for use of corps.

October 13.—Left camp, with corps train, on upper river road; road very swampy; must be impassable in rainy weather; corduroyed fully two miles of road; camped on Rome and Resaca dirt road, five miles from Rome; country rich; succeeded in getting forage from the country for the first time since leaving Atlanta, Georgia; distance of day's march, thirteen miles.

October 14.—Left camp on Rome and Resaca road; the transportation of the army being all on the road, makes it slow progress; distance of day's march, nine miles; forage plenty; road hilly, and plenty of water.

October 15.—Left camp at daylight; passed through Calhoun Station and Resaca Station; camped two and a half miles from Resaca, on Dalton dirt road; distance of day's march, fourteen and a half miles.

October 16.—Left camp at 2½ p. m. for Resaca; ordered to make Snake Creek gap; transportation being all on the Snake Creek gap road, had to lay over till 7 p. m.; camped near Snake Creek gap; arrived in camp at 10 p. m.; distance of day's march, seven miles.

October 17.—Passed through Snake Creek gap, having left camp at 5 a. m.; camped at Ship gap; distance of day's travel, fifteen miles; day warm; forage scarce.

October 18.—Left Ship gap, on Summerville road; weather clear; distance of day's march, twelve miles.

October 19.—Started at daylight; made ten miles; camped near Chattooga river; weather clear; crossed Chattooga river after dark.

October 20.—Started at 10 o'clock a. m.; passed through Summerville, Alabama; town deserted; camped near Tacoosa creek, bottom land, near Galesville, Alabama; distance of day's march, fourteen miles; forage plenty.

October 20 to 29.—In camp; directed train of first division and third division 14th army corps to report at Rome, Georgia, after rations for command, with orders to remain at that point until further orders.

October 30.—Started at 4 a. m. for Rome, Georgia, on Rome and Galesville road; weather fair; distance of day's march, twenty-six miles; road good.

October 31.—In camp at Rome, Georgia.

November 1.—Started at 11½ a. m.; camped on main road from Rome to Kingston, Georgia, eight miles from Rome, near good water; day very fine.

November 2.—Started at daylight for Kingston, Georgia; camped at Kingston, Georgia; weather fine; distance of day's march, five miles.

November 3 to 8.—In camp at Kingston, Georgia.

November 8.—Left camp at daylight; passed through Cassville; camped at Cartersville; distance of day's march, sixteen miles; weather cloudy.

November 8 to 12.—In camp at Cartersville, preparing for march towards the sea.

November 13.—Left Cartersville; destroyed bridge across Etowah river; cut loose from communication; passed through Allatoona, six miles, Acworth, five miles; camped at Big Shanty, five miles; distance of day's march, sixteen miles; railroad destroyed effectually.

November 14.—Left camp at daylight; seven miles to Marietta, twelve miles from the Chattahoochee river; camped on the south side of Chattahoochee river; distance of day's march, nineteen miles.

November 15.—Left camp at daylight; arrived with corps train at Atlanta, Georgia, about noon, having made with the trains of the 14th army corps, (second division 14th army corps excepted,) 245 miles since the 3d day of October, 1864. Immediately on the arrival at Atlanta, I directed the quartermaster of the 14th army corps to draw the estimates of clothing and forage required; I having forwarded a special messenger from Kingston, Georgia, to Lieutenant A. L. Coe, acting assistant quartermaster second division 14th army corps, with the estimates, and orders for Lieutenant A. L. Coe to draw the same, and have everything ready on our arrival at Atlanta. The issues were made with such despatch that twenty-four hours after our arrival the clothing had been issued to the troops, and all wagons were loaded with the necessary supply for a forward march.

CAMPAIGN THROUGH GEORGIA.

November 10, 1864.—Left Atlanta, Ga., at 11½ a. m.; camped near Atlanta and Augusta railroad, seventeen miles from Atlanta; weather fair; road leading to the right of Stone mountain.

November 17.—Started at daylight, road leading through Lithonia Station and Conyers; day fine; forage getting plenty; distance of day's march, fifteen miles; camped near Yellow river.

November 18.—Started at daylight; passed through Covington; day very fine; forage plenty, and country well watered; soil sandy; distance of day's march, fifteen miles.

November 19.—Started at daylight; passed through Newborn or Sandtown, having left the road parallel with the railroad about 9 a. m.; camped four miles from Shady Dale; distance of day's march, seventeen miles; weather cloudy, with occasional slight rain-storms; country rich.

November 20.—Started at daylight; passed through Shady Dale; camped near Eaton factory, and about fifty bales of cotton destroyed; factory employed about sixty hands, in the manufacture of cotton cloth; good water-power; country rich; distance of day's march, fourteen miles.

November 21.—Started at daylight; shortly rained very hard all day; country hilly; hills yellow clay mixed with sand, which, by the passage of army trains, cut up very fast; crossed several creeks at good fords; camped at night at Clopton mills; 9 p. m., very high wind, turning exceedingly cold; 4 a. m., of 22d, a light crust of ice on standing water; distance of march, eleven miles.

November 22.—Started at daylight; weather very cold, with high wind; marched eight miles; camped about 2 p. m., at General Cobb's plantation; trains well closed up.

November 23.—Started at daylight; arrived at Milledgeville, the capital of Georgia, about noon; weather fine; forage and water plenty; roads sandy; distance of march, ten miles.

November 24.—Started at noon; crossed Oconee river on bridge; country hilly; soil sandy; forage getting scarcer; camped eight miles from Milledgeville, on Sandersville road; weather fine.

November 25.—Started at daylight; country hilly; have to go some distance off the road to procure sufficient forage for animals; distance of day's march, twelve miles.

November 26.—Started at daylight; slight skirmishing ahead; trains are travelling very compact, with heavy flankers on both sides; weather fine; camped at Sandersville; distance of day's march, six miles; forage plenty, and near the main road.

November 27.—Started at daylight, but troops being on the same road, do not get fairly off before noon; weather fine; arrive in camp near Central railroad after dark; distance of day's march, eight miles.

November 28.—Started at daylight; passed through Davisboro' Station; burned station-house, several cotton-gins, and effectually destroyed the railroad; crossed Ogeechee river and Rocky Comfort on pontoons; about two miles of very bad swamp; corduroyed through the swamp; arrive with a portion of the corps train at Louisville, Georgia; balance remains on south side of the Ogeechee river, with orders to push forward at break of day; distance of day's march, fourteen miles.

November 29.—In camp at Louisville; trains all arrive in camp.

November 30.—In camp; weather fine; forage plenty.

December 1.—Left Louisville at daylight on Waynesboro' road; day very fine; soil sandy; distance of march, ten miles.

December 2.—Started at daylight; country getting more swampy; saw the first rice field on the campaign; weather fine; distance of march, twelve miles.

December 3.—Started at daylight for Sampson Station; crossed Buckhead creek and Rocky creek, near junction of same, on two boats, pontoons, each; bridges had been destroyed during the night previously, by some rebel cavalry, said to belong to Wheeler's command; cross three swamps; road seems to be leading around every man's plantation; distance of day's march, eleven miles; camped at Lumpton Station at 9 o'clock p. m.; slight shower; forage plenty.

December 4.—Started at 9 o'clock a. m.; passed Aubuchon church; marched thirteen miles on Jacksonsboro' road, mostly through pine timber.

December 5.—Started at daylight; leave Jacksonboro' on our left, and take the old United States river mail road; camp at Buck Creek post office; soil sandy, mostly through pine timber, and all low places swampy; have to forage some distance off the road; distance of day's march, sixteen miles.

December 6.—Started at daylight; road passed through swamp immediately after leaving camp, on United States river mail road, $2\frac{1}{2}$ miles from Savannah river; distance of day's march, twenty-one miles; scouting and foraging parties find a good many valuable animals hid in the swamps; natives are astonished at the Yankees finding everything; begin to think it is useless to hide from our foragers; quartermasters of the corps are directed to load their trains as heavy as possible with forage and commissary supplies, and, if possible, to forage liberally for that purpose.

December 7.—Marched at daylight; found roads blockaded at four different places, and very swampy; camped twenty-seven miles from Savannah, Georgia, near Ebenezer creek; distance of day's march, twelve miles; rained very hard all forenoon.

December 8.—Started at 1 p. m.; crossed two miles of swamp, then Ebenezer creek; camp near Ebenezer church; distance of day's march, three miles; twenty-four miles from Savannah, Georgia; rebel gunboat trying to shell the train, but does no damage.

December 9.—Started at daylight, through very bad swamp; cross two creeks on pontoons; camped four miles from Charleston and Savannah railroad bridge, across the Savannah; distance of march, nine miles, mostly swampy; distance from Savannah, fifteen miles; weather cloudy.

December 10—Started at daylight; distance of march, four miles; camp near Charleston and Savannah railroad, eleven miles from Savannah, Georgia; passed a rebel fort pierced for six guns.

December 11.—Started at 11 a. m.; left river road near seven-mile post from Savannah, Georgia, for middle ground road; camped in a swamp, between river road and middle county road; distance of day's march, five miles.

December 12.—Marched at daylight; crossed Central railroad; camped on middle ground road, near Station No. 1, on Central railroad; travelled three and a half miles; forage from the country reduced to rice and rice straw.

December 13 to December 16.—In camp.

December 17.—Communications fairly open; received to-day the first mail from the north.

December 18 to December 21, inclusive.—In camp, drawing a small amount of forage from King's bridge, on the Ogeechee river.

December 22.—Entered Savannah; distance from camp, six miles; established headquarters. *December 23 to December 31, inclusive,* at Savannah, Georgia. During my stay at Savannah, Georgia, I had the honor of forwarding, as directed by the chief quartermaster military division of the Mississippi, Brevet Brigadier General L. C. Easton, my official report of the campaign from Atlanta to Savannah, Georgia. To make this report complete, however, in itself, I take the liberty to recapitulate the gross gain of the quartermaster's department of the corps, and most respectfully refer, for loss and gain of the different commands of the 14th army corps, to consolidated report No. 4, herewith annexed. I would most respectfully also draw the attention of the department to the fact that the amount fed to animals during the campaign is, by far, less than the actual amount consumed. A good many animals, during the campaign, were picked up by soldiers not connected with regular authorized foraging parties. A good many of these, being of a very inferior quality, were turned out as soon as the officers commanding the foraging squads got hold of them, and, in consequence, no account taken of them. In figuring the approximate amount of forage fed, I have taken the average number of animals as reported to this office, and allowed to each only the authorized ration.

Total gain in horses during campaign from Atlanta to Savannah, Georgia, 232; total gain in mules during campaign from Atlanta to Savannah, Georgia, 955; total gain in jacks during campaign from Atlanta to Savannah, Georgia, 5; total gain in ponies during campaign from Atlanta to Savannah, Georgia, 5; total amount of grain captured during same time, 1,420,000 pounds; total amount of grain fodder captured during same time, 1,025,000 pounds.

CAMPAIGN THROUGH THE CAROLINAS.

Having been engaged as previously reported from the entrance of the 14th army corps in Savannah, Georgia, in refitting the corps, clothing for the same being very necessary, as well as rest both for animals and men. Headquarters of the 14th army corps left Savannah, Georgia, on the 25th day of January, 1865, the troops as well as the trains having started several days before; but on account of heavy and constant rains, they were for the first time during a year's campaign mud-bound; the rain, however, having ceased, headquarters of the corps left Savannah about 11.30 a. m., January 25, 1865, on middle ground road, weather being very windy. Camped at night near Eden church; distance of day's march, twenty miles. January 26, 1865, started at 7.30 a. m. on Springfield road, being most of the distance through swamps; were under the necessity of cor-

duroying constantly; camped at dark in the midst of a swamp three miles from Springfield; distance of day's march, ten miles.

January 27.—Marched at daylight; one mile of very bad swamp before reaching Springfield; leaving Springfield, took Sisters' ferry road; forded Turkey creek, in the immediate neighborhood of Springfield; crossed Ebenezer creek a few miles, on, on two pontoons; directly after crossing the last-mentioned creek, a swamp extending about 100 yards, which delayed the passage of the trains for several hours, then timber, with high sandy soil; camped in timber five miles from Springfield; distance of day's march, eight miles.

January 28.—Started at daylight; the road, until striking the old United States river mail road, good, then swampy; camped at Sisters' ferry; distance of day's march, five miles.

January 28 to February 4.—In camp at Sisters' ferry, Georgia, waiting for Savannah river to recede, it being impossible to get a footing on the South Carolina shore.

February 5.—Crossed Savannah river at Sisters' ferry on pontoon bridge; kept on the north side of the Savannah to Sisters' ferry, South Carolina, distance about two miles, which was on our arrival on June 28, under water, and in consequence, to enable army trains to proceed, had to be corduroyed.

February 6 and 7.—Receiving supplies, clothing, as well as commissaries', at Sisters' ferry, South Carolina; supplies and outfits now pretty complete with exception of stockings, of which there is great want in this corps.

February 8.—Trains of the 14th army corps on road for Brighton, South Carolina; took Hudson ferry road, which avoids Big Santee swamp, with exception of an arm of one and a half mile; corduroyed this distance; afterwards struck causeway, and road fair; distance of march, seven miles.

February 9.—Marched at daylight, on Barnwell Court House road; road good, and forage, contrary to expectation, is getting plenty; day very fine; roads hilly; soil sandy.

February 10.—Marched at daylight; still on Barnwell Court House road; saw first white flag at Mrs. Dr. Irwin's, widow lady, claiming protection; camped near Salkehatchie Mills road, on the Savannah iron ridge; very good; forage plenty; distance of day's march, twenty eight miles.

February 11.—Crossed Salkehatchie; bad swamp for three-quarters of a mile; passed through Barnwell Court House; camped three miles on Barnwell Court House, on Williston road; distance of day's march, six miles.

February 12.—Marched at daylight; passed with train through Williston, on Charleston and Savannah railroad; camped on south branch of Edisto river; distance of day's march, sixteen miles; weather fine; roads sandy and good.

February 13.—Crossed Edisto on bridge; then one and a half mile of bad swamp; had to corduroy the whole distance; camped edge of swamp, in large corn-field.

February 14.—Left camp at 9 a. m., on Columbia road, Upper Edisto river; camped on north bank of the same; weather very cold and sleety; distance of day's march, sixteen miles; forage getting very scarce; pine lumber all the way.

February 15.—Marched at daylight; after a few miles, when in the neighborhood of eighteen miles from Columbia, South Carolina, took Lexington road; road, very sandy; country barren; forage scarce for one day's supply, although parties are scouring the country for miles on either side of the road; natives claim from five to ten bushels of corn to the acre; camp in pine timber on Red Bank creek; distance of day's march, sixteen miles.

February 16.—Started at daylight; passed through Lexington, South Carolina, at noon; camped on Twelve-mile creek; distance nine miles; weather clear; forage scarce, but water plenty.

February 17.—Started at daylight; crossed the Saluda river on seventeen pontoons; took Columbia and Florence road; camp four miles from Spring Hill road;

distance of day's march, fifteen miles; forage to-day plenty; over 3,000 bushels of corn burned by some stragglers, against orders.

February 18.—Marched at daylight; camped one-half mile from Broad river; distance travelled, five miles; road had to be corduroyed for two miles; weather clear and fine.

February 19.—Crossed Broad river on pontoon bridge; camped three miles from Broad river, on Alston road; road for one-half mile after leaving the river very bad, swampy, then good.

February 20.—Marched at daylight; camped near Alston and Winnsboro' Cross-road; road good; soil, red clay; forage plenty; weather fine; distance of march, five miles.

February 21.—Marched at daylight; crossed Little river on bridge; left Winnsboro' road, and took Chester Court House road; crossed Jackson creek, near Lebanon church; camped two and a half miles from Adger's Station, on South Carolina and Charlotte railroad; country rich; weather fine; distance of day's march, ten miles.

February 22.—Marched at daylight; passed through Adger's Station and White Oak station, on South Carolina and Charlotte railroad; leave the railroad at the latter point, and take the Watern dirt road; camp near Watern church; distance of march, eleven miles; weather fine, but towards evening signs of clouding up; got in camp at 2 p. m.

February 23.—Marched at daylight; crossed Watern creek on log bridge; commences to rain; camp near Rocky Mt., on Catawba river; distance of day's march, twelve miles.

February 24.—Started at 11 o'clock a. m.; rains in torrents; crossed Catawba river with first division 14th army corps; banks on both sides very high; soil, red clay; have to corduroy and pull up all teams by run; it requires thirty-two pontoons to bridge the river; river rising very fast.

February 25.—Raining very hard; have to quit passing trains; bridge is broken, and several boats swept away; forage in Catawba bottom plenty.

February 26.—Still raining; bridge not yet passable; large force at work on it.

February 27.—Still raining; repairing bridge, but current so swift and strong that it is impossible to pass the train; fixing anchors of wood by cutting down large oak trees and tying, by means of fifth chains, large rocks in the point of the crotch made by the two principal branches of it.

February 28.—Bridge is safe to day; crossed transportation of the corps on the north side; still raining; mud bottomless; nothing but corduroy of the strongest and heaviest kind will uphold the trains.

March 1.—Started at daylight; roads bottomless; soil, red clay; corduroying all day; on country by-road towards Taxaham, South Carolina; distance of day's march, seventeen miles; still raining.

March 2.—Started at daylight; road still red clay and bottomless; camped at Taxaham, South Carolina; high winds in the evening, and appearance of clearing up; forage plenty.

March 3.—Started at daylight; after four miles of red clay soil, which still is next to impassable, strike sandy soil; take the Lancaster and Chesterfield road, twenty miles from Lancaster; leave Lancaster and Chesterfield road, nine miles from Chesterfield; take Harley's Ferry road; camped three miles from the cross-roads; the last three miles of red clay soil, requiring corduroy; distance of day's march, twenty-three miles.

March 4.—Started at daylight; after four miles of red clay soil, strike sandy road; distance of day's march, sixteen miles; rained in showers during the day; in the evening clearing up; camped near Sandsboro' ferry, on Pe Dee river.

March 5 and 6.—In camp.

March 7.—Crossed the Pe Dee river on pontoon bridge of forty-two pontoons; marched fifteen miles on Fayetteville road; soil, after crossing Pe Dee river, sandy; forage plenty.

March 8.—Marched at daylight; crossed Lumber river on a bridge—bridge about 50 yards in length; camped near 34-mile post, on Fayetteville road; distance of day's march, twenty miles.

March 9.—Started at daylight; camped on 19-mile post from Fayetteville; raining all day; distance of march, fifteen miles; have to corduroy large portions of the road.

March 10.—Marched at daylight; camped at 9-mile post from Fayetteville; distance of day's march, ten miles; still have to corduroy large portions of the road.

March 11.—Marched at daylight; captured Fayetteville, North Carolina; distance of day's march, nine miles; established corps headquarters in government building, near the old United States arsenal.

March 12 and 13.—In camp at Fayetteville, drawing commissary supplies and a few pairs of boots and bootees for this corps.

March 14.—Crossed Cape Fear river on seventeen pontoon boats; camped one and a half mile from the river; weather fine; evening, clouding up.

March 15.—In camp; 12 o'clock m., received orders to proceed with train on Raleigh road; road leads through a swamp, and being an old worn-out corduroy, so much the worse; a heavy thunder-storm; distance of day's march, six and a half miles.

March 16.—Wait for trains of corps to close up; 1 p. m., proceed on Raleigh road to the intersection of Goldsboro' road; road very bad; have to corduroy continually; distance of day's march, five miles; forage scarce.

March 17.—Started at daylight, with the trains of the corps, on Goldsboro' road; road through, as the citizens informed me, is a continual swamp, till within the immediate neighborhood of Goldsboro'; have to corduroy every inch of two days' road; distance of march, five miles; forage scarce.

March 18.—Started at daylight; nothing but swamp; slow work to get ahead; cross Black river on a log bridge; distance of day's march, five miles; forage scarce.

March 20.—Started at 1 o'clock p. m.; still swamp; corduroyed constantly; distance of day's march, five miles; weather fine.

March 21.—Started at 9 o'clock a. m.; crossed south fork of Falling creek; road very bad; commenced raining about noon; distance of day's march, five miles.

March 22.—Commenced moving train across north fork of Falling creek at 2 o'clock a. m.; crossed the creek on a log bridge; two miles after crossing creek, strike upland, with sandy soil; camped at cross-roads of Coebridge and Everettsville, and Goldsboro' and Deerfield, about $\frac{3}{4}$ mile from Neuse river, and about five miles from Goldsboro', North Carolina; distance of day's march, fifteen miles; weather fine; forage plenty.

March 23.—In camp; ordered trains of the corps to Kinston for supplies; weather fine.

March 24.—Left camp; crossed Neuse river on eight pontoons; established headquarters at Goldsboro', North Carolina. The capture of Goldsboro', North Carolina, being the close of the campaign from Savannah, Georgia, it will not be amiss at this place to give the gains of the quartermaster's department of the 14th army corps during that time. Taking into consideration the long marches through swamps, compelling often that the transportation should be harnessed the largest portion of night and day to enable it to keep up with the troops, has naturally been the cause that the percentage of animals abandoned, killed and died is larger than on the previous campaign from Atlanta to Savannah, Georgia, the same remarks will apply to the feeding of forage as have been enumerated at length on the close of my report of the Atlanta and Savannah, Georgia, campaign.

For particulars of the captures, &c., of animals during the campaign through the Carolinas, I have the honor to refer to consolidated statement marked No. 5,

herewith annexed, I will only enumerate, at this time, totals, namely: Total number of horses gained from Savannah to Goldsboro', North Carolina, 361; number of mules, 806. Total amount of grain captured from Savannah to Goldsboro', North Carolina, 2,867,820 pounds; total amount of hay, 4,055 pounds. Total amount of fodder captured from Savannah to Goldsboro', North Carolina, 2,730,460 pounds.

March 25 to April 9, inclusive.—Stationed at Goldsboro', North Carolina engaged in completely fitting out the command. How necessary this was it will only need to be mentioned that this corps drew a complete suit for every enlisted man in the command, a good many of the men having really no shoes, stockings, &c., on their arrival at Goldsboro', North Carolina. I would most respectfully draw the attention of the department to the utter uselessness of sewed boots and bootees for troops on the march. From an experience of four years in the quartermaster's department, in the field, I do not hesitate to say, and give it as my firm opinion, and have no doubt that the same is shared by every quartermaster in the western army, that the same, where troops are on the march and cannot draw new ones, every two weeks, are worthless; and so well is this understood by every one in this army, that it is an impossibility to issue any sewed shoes when any peg shoes can be procured.

April 10.—Having completely fitted out, the trains were ordered to start at daylight, on the Smithfield road, about two miles from Goldsboro'; crossed Little river on a bridge; then road for about six miles, good; thence strike swamp which, it having commenced raining during the forenoon, was soon impassable, and had to fall back on corduroying; camped at night on the crossing of the Smithfield dirt road with the Raleigh and Goldsboro' railroad; distance of day's march, eleven miles.

April 11—Started at daylight; road through swamps all day; crossed Moccasin swamp and creek; distance of day's march, ten miles; corduroyed the whole distance; camped three miles from Smithfield; weather cloudy; forage scarce—hardly any.

April 12—Started at daylight; road to Smithfield; three miles swamp, and exceedingly hard to corduroy it; arrived at Smithfield with the head of the corps train about 10 o'clock a. m.; received the glorious news of Lee's surrender; mass train at Smithfield for the purpose of closing up, the roads being in so bad a condition as to make it nearly impossible to run it in close order.

Two o'clock p. m.—Crossed the Neuse river on eight pontoons; take Raleigh road which is hard and in good condition; camp near Clayton Station; distance of day's march, fifteen miles.

April 13.—Started at daylight; passed through Clayton's Station; enter Raleigh, North Carolina, capital of the State, about noon; distance of day's march, fifteen miles; road hilly; red clay; weather cloudy; captured several car-loads of corn and salt; corn slightly damaged by fire.

April 14.—Left Raleigh at 10 o'clock a. m., on Hillsboro', leaving it about seven miles from town, for Jones's Crossroad; camped at Jones's Crossroad; distance of day's march, fifteen miles; weather sultry and clouding up; roads good; road after leaving railroad in timber.

April 15.—Started at daylight; rain pouring down, making roads impassable; took road to Holly Springs; had to corduroy every foot of the road; distance of day's march, five miles.

April 16.—Started at daylight, on Avon's Ferry road; camped with corps trains six miles from Cape Fear river; troops have possession of both banks of the river; roads fair; weather fine; distance of march, six miles; forage plenty.

April 17 to April 19, inclusive.—In camp; foraging on the country.

April 20.—Marched back to Holly Springs; distance, six miles; weather fine.

April 21 and 22.—In camp.

April 23.—General J. C. Davis ordered myself with office to Raleigh, to attend to the wants of the quartermaster's department of corps; distance, fifteen miles; road hilly; weather fine.

April 23 to April 27.—In camp; received orders to prepare for homeward march; Johnston's surrender.

April 28 and 29.—Loading trains for homeward march.

April 30.—Leave Raleigh, North Carolina, on Hillsboro' road, to Morrisville Station, then turn to the right for Fish Dam, North Carolina; camped on south bank of Winn river; weather fine; roads good; must, however, after a few days' rain, require a good deal of corduroying before passing trains over them; distance of day's march, twenty-nine miles.

May 1.—Marched at daylight; crossed Neuse river—fordable; crossed Tar river, on upper ford of Oxford road—fordable, but rocky; camped at Oxford, North Carolina; weather fair; distance of day's march, twenty-two miles.

May 2.—Marched at daylight, on Boydton, Virginia, road; passed through Williamsborough; camped on Roanoke river, at Taylor's ferry; distance of march, twenty-eight miles; roads good; weather fair; have to wait for pontoon section of 20th corps to come up; river too wide for one section of the pontoon train of the left wing.

May 3.—By pontoon train delayed seven hours; cross Roanoke river at 12 o'clock m.; camp at Boydton, Virginia; distance of day's march, seven miles; weather fine; road good; thirty-three pontoons required to bridge Roanoke river.

May 4.—March at daylight on Lewiston road; weather cloudy; road, red clay; camp at Lewiston, or Lunenburg Court House; distance of march, twenty-seven miles.

May 5.—Camp broken up, and leave at 5 o'clock a. m.; cross south branch of Nodaway creek, at the falls; also, north branch of Nodaway creek—the last has very high banks; pass through Nodaway Court House at 12 m., having made twenty miles in the forenoon; camp thirteen miles from Nodaway Court House; distance of day's march, thirty-three miles; weather very warm.

May 6.—Start from camp at 4½ a. m.; cross Black and White creek; cross the Appomattox at * * bridge, on nine pontoon boats; camp near Swift creek, fourteen miles from Richmond; distance of day's march, thirty miles.

May 7.—March at 4½ a. m.; arrive at Manchester 9 o'clock a. m.; distance of day's march, fourteen miles, having made the trip from Raleigh, North Carolina, including a delay of seven hours at Taylor's ferry, North Carolina, on account of laying pontoon boats, in seven days and four hours; distance, as travelled by 14th army corps, one hundred and ninety miles, or an average of twenty-seven miles per day.

May 8, 9, and 10.—In camp at Manchester, Virginia, preparing for march to Alexandria, Virginia.

May 11.—Start at daylight; cross James river; pass through Richmond; trains going out on the Mechanicsville pike; cross Chickahominy creek; camp at Hanover Court House; distance of day's march, eighteen miles; weather sultry, with appearance of thunder-storm; 9 o'clock p. m., heavy storm; rain falls in torrents.

May 12.—Marched at 7 a. m.; crossed Pamunky creek at Page's bridge; pontoons to be relaid every hour; creek rising very rapidly; cross Aquia creek and Richmond railroad, at Chesterfield Station; camp near Mount Carmel church; distance of day's march, seventeen miles; road hilly; weather fine.

May 13.—Start at 6½ o'clock a. m., on road for Raccoon ford; pass through Chilesboro' and New Market Post Office; camp at Three-cornered Handkerchief; distance of march, seventeen miles.

May 14.—Started at 4½ a. m.; passed Steward's tavern; camped north side of Rapidan, at Raccoon ford; weather fine; splendid grazing; distance of march, thirty three miles.

May 15.—Ordered, with office, forward ; leave Raccoon ford at 4½ a. m. ; pass through Stevensburg ; Brandy ; cross Rappahannock at Beverley's ford ; camp three miles from Warrenton, Virginia ; distance of day's march, twenty-five miles ; country very fertile.

May 16 —Start at 5½ a. m. ; pass through Warrenton, New Baltimore, Buckland and Gainesville ; camp one mile from Centreville, on Fairfax Court House road ; distance of day's march, twenty-five miles.

May 17.—Start at 5½ a. m. ; camp, with trains, at Fairfax Court House ; report from thence, by railroad, to General L. C. Easton, chief quartermaster 14th army corps.

May 18 —Started, with trains, for Alexandria ; established headquarters two miles from Alexandria ; raining all day.

May 19 to May 23.—In camp, refitting men with necessary clothing and camp equipage.

May 24.—Grand review of Sherman's army at Washington city.

May 25.—Cross Potomac river, and camp two miles from Washington.

May 26 to June 14.—In camp.

June 15 to June 19.—On board of cars, and transported, *via* Baltimore and Ohio railroad, to Parkersburg, Virginia ; from thence to Louisville, by boat.

June 20 to June 30, inclusive.—At camp on Bardstown pike, two miles from Louisville, Kentucky.

On the arrival of the 14th army corps, the trains of the same were divided as follows : Each regiment had one wagon ; brigade headquarters, three ; division headquarters, four teams ; and corps headquarters, five teams ; the balance of transportation was organized into supply, ammunition, and hospital trains. Each regimental, brigade and division headquarters team had to carry, besides the baggage, at least five days' rations of forage for the animals of their respective command. The supply and ammunition trains of the corps were in charge of the division quartermaster, and each supply train of a division divided into sections of from twenty-five to thirty teams, in charge of a commissioned officer detailed and held responsible for the taking care of and running of the train. These officers, having two wagon-masters to each section of their trains, were therefore, at all times, shortly acquainted with any hindrance of whatever kind it might be, as well at the head as at the rear of their train, and could therefore, under all circumstances, keep their trains closed up—in my opinion, one of the most desirable principles in running a train, when there is a large amount of transportation on the same road. I would most respectfully call the attention of the Quartermaster's department, as far as my opinion and the opinion of all the quartermasters of this corps is concerned, to the utter uselessness of portable forges for active campaigns. Having been on a constant campaign from Chattanooga, in May, 1864, to Washington city, in June, 1865, constantly compelled to use every spare minute for the purpose of repairing transportation and shoeing animals, frequently after a long day's march and after night, has proven that bellows will do better, if properly fixed up, are quicker got ready, and suitable as well for repairing a wagon-wheel or shoeing an animal. The following description of a blacksmith-shop, as attached to wing section of the second division 14th army corps train, as well as most others, will give a slight idea of what, in my opinion, I have found to work with the utmost quickness and despatch : Fix a wagon-bed on a two-horse wagon (ours were all captured) long enough at the rear so as to rest a small-sized blacksmith's bellows, with the nozzle to the rear, the round part resting on the hind axle and the nozzle extending outside of the bed ; then fix a small and light frame-work above the bellows, which, when the shop is in operation, supports the lever. A wooden box, two feet square and ten inches deep filled when in operation with earth, constitutes the forge, it being transported empty on the march. The front part of the wagon is used for transporting one set of blacksmith's tools, one set of

wheelwright's tools, horse and mule shoes, &c., and a small quantity of coal. The wagon to be covered, and drawn by two or four mules; the latter, on a long campaign, the best. Two blacksmiths and one wagonmaker will be found plenty to keep constantly in good order a section of from twenty-five to thirty teams.

I am, general, very respectfully, your obedient servant,

J. E. REMINGTON,

Lieut. Colonel and Chief Quartermaster 14th Army Corps.

A true copy :

JOHN V. FUREY,

Captain and Acting Quartermaster.

Statement of quartermasters' property for the fiscal year ending June 30, 1865.

Articles.	On hand July 1, 1864.	Received from officers.	Purchased.	Captured, gained, &c.	Total.	Issued and transferred.	Sold, died, lost, &c.	Total.	Remain'g on hand.
Ambulance, 4-wheel.....	1				1	1		1	
Ambulance, 2-wheel.....	1				1	1		1	
Awls, saddlers'.....		6			6	6		6	
Anvil.....	1				1	1		1	
Axes and handles.....	4	9			13	13		13	
Blanks, quartermasters'.....	180	489			669	669		669	
Books, blank, 2-quire.....		2			2	2		2	
Book, blank, 3-quire.....		1			1	1		1	
Books, memorandum.....		23			23	23		23	
Bows, wagon.....	814	505			1,319	1,158	161	1,319	
Brushes, horse.....	144	264			408	399	9	408	
Buckets, water.....		33			33	12	21	33	
Blankets, saddle.....	117				117	111	6	117	
Bridles, riding.....	8	2			10	10		10	
Bridles, wagon.....	5				5	5		5	
Boxes, feed.....	33	33			66	48	18	66	
Bellows.....	1	1			2	2		2	
Butteris.....		1			1	1		1	
Buckles, 2-inch.....		3			3	3		3	
Buckles, 1½-inch.....		3			3	3		3	
Buckles, ¾-inch.....		6			6	6		6	
Buckles, ½-inch.....		5			5	5		5	
Boxes, packing.....		6			6		6	6	
Bolts, carriage.....	100				100		100	100	
Bolts, king.....	11				11		11	11	
Covers, wagon.....	225	161			386	350	36	386	
Chains, bearing.....	169	28			197	183	14	197	
Chains, 5th.....	150	30			180	180		180	
Chains, halter.....	181	31			212	212		212	
Combs, curry.....	147	271			418	412	6	418	
Collars, mule.....		24			24	24		24	
Chisel, splitting.....	1				1		1	1	
Coal, stone.....		120			120	102	18	120	
Corn.....		254,250			254,250	254,250		254,250	
Candles.....			60		60		50	50	10
Desk, office.....	1				1	1		1	
Envelopes, letter.....		17,136			17,136	17,136		17,136	
Envelopes, official.....		26,050			26,050	26,050		26,050	
Eraser.....	1				1	1		1	
Folders, paper.....	4				4	4		4	
Field-chest, saddlers'.....	1				1	1		1	
Field-chest, hospital medicine.....		2			2	2		2	
Files, handsaw.....	9	35			44	34	10	44	
File, mill-saw.....	1				1		1	1	
File, bastard.....	1				1	1		1	
Gunnies.....	175	7,399			7,574	3,933	3,641	7,574	
Gauge, marking.....	1				1	1		1	
Grease, wagon.....		1,495			1,495	1,090	405	1,495	
Holders, pen.....		115			115	115		115	
Horses.....	28		51		79	77	2	79	
Harness, wheel.....	334	106			440	434	6	440	
Harness, lead.....	645	198			843	830	13	843	
Head halters and chains.....	489	173			662	571	91	662	

Statement of quartermasters' property, &c.—Continued.

Articles.	On hand July 1, 1864.	Received from of- ficers.	Purchased.	Captured, gained, &c.	Total.	Issued and trans- ferred.	Sold, died, lost, &c.	Total.	Remain'g on hand.
Head halters	64	62			126	124	2	126	
Head halters and straps	9				9	9		9	
Hand axes and handles	3				3	3		3	
Hammers, riveting	2	1			3	2	1	3	
Hammer, hand	1				1	1		1	
Ink, black	2	60 $\frac{1}{2}$			62 $\frac{1}{2}$	62 $\frac{1}{2}$		62 $\frac{1}{2}$	
Ink, red	1	37			38	38		38	
Iron, hoop		225			225	225		225	
Knife, farrier	7				7	7		7	
Lines, lead	39				39	39		39	
Leather, harness		1,965		212	2,177	2,095	82	2,177	
Leather, bridle		24			24	21	3	24	
Links, open	27	260			287	260	27	287	
Mucilage		24			24	24		24	
Mules	982	215	53	29	1,279	1,142	137	1,279	
Nails, cut, 10d		300			300	300		300	
Nails, cut, 8d		200			200	200		200	
Nails, horseshoe		575			575	450	125	575	
Nails, mule-shoe	75	700			775	650	125	775	
Oats	26,250	810,721			836,971	836,971		836,971	
Paper, cap		937			937	937		937	
Paper, envelope		21			21	21		21	
Paper, letter	55	1,114 $\frac{1}{2}$			1,169 $\frac{1}{2}$	1,169 $\frac{1}{2}$		1,169 $\frac{1}{2}$	
Paper, note	10	300			310	310		310	
Pens, steel		3,200			3,200	3,200		3,200	
Pencils, lead		183			183	183		183	
Pole, ridge	99				99	91	8	99	
Pots, tar		68			68	58	10	68	
Pincers	1				1	1		1	
Pins, linch	74	150			224	150	74	224	
Rings, open	47	136			183	136	47	183	
Rings, 1 $\frac{1}{4}$ -inch		2 $\frac{1}{2}$			2 $\frac{1}{2}$	2 $\frac{1}{2}$		2 $\frac{1}{2}$	
Rings, 1-inch		2			2	2		2	
Rasps, H. S.	6	37			43	37	6	43	
Rulers, office		2			2	2		2	
Stands, ink	2	4			6	6		6	
Saddles, wagon	166	35			201	180	21	201	
Saddles, riding	1	2			3	3		3	
Saddles, pack and fixtures	1	3			4	4		4	
Spreaders	112	33			145	145		145	
Straps, neck and chain	338	15			353	293	60	353	
Sticks, jockey		35			35	30	5	35	
Straps, neck		17			17	17		17	
Square, steel	1				1	1		1	
Screws, jack	5				5	5		5	
Shoes, horse	100	3,100			3,200	3,200		3,200	
Shoes, mule	725	6,100			6,825	4,325	2,500	6,825	
Safe, iron		1			1			1	
Tacks, 24-ounce		1			1	1		1	
Tacks, 16-ounce		28			28	28		28	
Tacks, 14-ounce		36			36	36		36	
Tacks, 10-ounce		1			1	1		1	
Tacks, 3-ounce		24			24	24		24	
Thread, shoe									
Thread, saddlers'		12			12	12		12	
Tongs, blacksmiths'	3				3	3		3	
Tools, shoeing	1				1	1		1	
Tools, blacksmiths'	2	1			3	3		3	
Tools, carpenters'		1			1	1		1	
Tools, wheelwrights'	1				1	1		1	
Tape, office	17	360			377	377		377	
Trees, double		5			5	1	4	5	
Trees, single		133			133	83	50	133	
Vices, blacksmiths'	2	1			3	3		3	
Washers, iron	86	6		4	96		96	96	
Wheels, front		14			14	14		14	
Wheels, hind		31			31	27	4	31	
Wax, sealing		80			80	80		80	
Wagons, army	164	38		4	206	195	11	206	
Whips	92	75			167	144	23	167	

J. E. REMINGTON,
Lieut. Colonel and Chief Quartermaster 14th Army Corps.

JOHN V. FUREY,
Captain and Assistant Quartermaster.

A true copy :

Statement of clothing, camp and garrison equipage, for the fiscal year ending June 30, 1865.

Articles.	On hand July 1, 1864.	Received from officers.	Purchased.	Captured, &c.	Total.	Issued and trans- ferred.	Sold, lost, &c.	Total.	Remain'g on hand.
Axes and handles	7	150			157	157		157	
Blowses, unlined	61	3,214			3,275	3,272	3	3,275	
Boots	60	572			632	631	1	632	
Bootees		6,948			6,948	6,946	2	6,948	
Blankets, wool		27			27	27		27	
Blankets, rubber	8				8	8		8	
Bugles and E. M. P		1			1	1		1	
Books, company clothing		7			7	7		7	
Books, company descriptive		7			7	7		7	
Books, company m'g report		7			7	7		7	
Books, company order		6			6	6		6	
Caps, forage		28			28	28		28	
Coats, uniform		3			3	3		3	
Canteens and straps		2,475			2,475	2,474	1	2,475	
Colors, national		2			2	2		2	
Colors, regimental		2			2	2		2	
Drawers, Canton flannel		6,277			6,277	6,277		6,277	
Drums, complete		4			4	4		4	
Fife		1			1	1		1	
Hats		7,700			7,700	7,700		7,700	
Haversacks		2,347			2,347	2,347		2,347	
Hatchets and handles	3	199			202	202		202	
Jackets, artillery		52			52	52		52	
Fly, hospital-tent		2			2	2		2	
Fly, wall-tent	11				11	11		11	
Knapsacks and straps		1,411			1,411	1,411		1,411	
Kettles, camp		190			190	190		190	
Pans, mess		271			271	271		271	
Picks and handles		3			3	3		3	
Ponchos, rubber	3				3	3		3	
Poles, wall-tent	13				13	13		13	
Pins, wall-tent	11				11	11		11	
Shovels		10			10	10		10	
Shirts		4,200			4,200	4,197	3	4,200	
Stockings	60	1,298			1,358	1,301	57	1,358	
Spades	2	19			21	21		21	
Tents wall	11				11	11		11	
Tents, shelter		858			858	855	3	858	
Trowsers, cavalry	100	597			697	696	3	697	
Trowsers, infantry	9	2,640			2,649	2,649		2,649	

J. E. REMINGTON,
Lieutenant Colonel and Chief Quartermaster 14th Army Corps.

A true copy :

JOHN V. FUREY,
Captain and Assistant Quartermaster.

Statement of public money for the fiscal year ending June 30, 1865.

On hand June 30, 1864	\$47 87
Received from officers during the year	48,266 00
Received from the Treasury Department during the year	
Received from sales of property during the year	79 91
Total	48,393 78
Transferred to officers during the year	\$1,720 00
Expended during the year	\$16,557 65
Paid for purchases during the year	11,378 20
	27,935 85
Remaining on hand June 30, 1865	18,737 93
Total	48,393 78

J. E. REMINGTON,
Lieut. Col. and Chief Q. M. 14th Army Corps.

A true copy :

JOHN V. FUREY, *Captain and A. Q. M.*

Report of animals captured, abandoned, died and killed, by the quartermaster's department of the 14th army corps during the campaign from Savannah, Georgia, to Goldsborough, North Carolina.

Command.	CLASSES OF ANIMALS.					
	Horses.			Mules.		
	Captured.	Abandoned.	Died and kil'd.	Captured.	Abandoned.	Died and kil'd.
	No.	No.	No.	No.	No.	No.
Headquarters 14th army corps and art'y brigade	79	146	.....	121	52	.....
First division 14th army corps	167	51	11	421	143	35
Second division 14th army corps	287	98	1	493	189	1
Third division 14th army corps	189	41	13	350	113	46
Total	722	336	25	1,385	497	82
Total gain in 14th army corps	361	.....	.....	806	.....	.....

J. E. REMINGTON,
Lieut. Col. and Chief Q. M. 14th Army Corps.

A true copy :

JOHN V. FUREY,
Captain and A. Q. M.

Report of animals captured, abandoned, died and killed, by the quartermaster's department of the 14th army corps during the campaign from Atlanta to Savannah, Georgia.

Command.	Horses.			Mules.			Jacks.			Ponies.		
	Captured.	Abandoned.	Killed and died.	Captured.	Abandoned.	Killed and died.	Captured.	Abandoned.	Killed and died.	Captured.	Abandoned.	Killed and died.
Headquarters 14th army corps	16	12	.....	40	15	.....	.....	.....	.....	.....	.....	.....
First division 14th army corps	116	51	3	204	91	4	.....	.....	.....	.....	.....	.....
Second division 14th army corps	209	45	6	604	172	10	6	1	.....	.....	.....	.....
Third division 14th army corps	161	104	.....	436	84	8	.....	.....	.....	1	.....	.....
Artillery brigade	40	57	32	118	62	1	.....	.....	.....	2	.....	.....
Total	542	269	41	1,402	424	23	6	1	...	3	.....	.....
Total gain in corps	232	.....	.....	955	.....	.....	5	.....	.....	3	.....	.....

J. E. REMINGTON,
Lieut. Colonel and Chief Quartermaster 14th Army Corps.

A true copy :

JOHN V. FUREY,
Captain and Assistant Quartermaster.

Report of animals captured, abandoned, died, killed and lost, by the 14th army corps during its campaign through Georgia.

Classes and command.	HORSES.				MULES.				JACKS.				JENNIES.				PONIES.			
	Captured.	Abandoned.	Died and killed.	Lost.	Total gained.	Captured.	Abandoned.	Died and killed.	Lost.	Total gained.	Captured.	Abandoned.	Died and killed.	Lost.	Total gained.	Captured.	Abandoned.	Died and killed.	Lost.	Total gained.
Headquarters 14th army corps.	16	12	...	...	4	40	15	...	...	25	...	...	...	...	...	...	...	...	...	...
First division 14th army corps.	116	51	3	...	62	204	91	4	...	109	...	...	...	...	...	...	...	...	...	...
Second divis'n 14th army corps.	209	43	6	2	158	604	159	10	...	422	6	1	...	...	5	1	1	...	...	...
Third division 14th army corps.	161	103	...	1	...	436	84	8	...	344	...	...	...	...	...	1	...	...	...	1
Artillery brigade.....	40	57	32	...	8	118	62	1	...	55	...	...	...	...	...	2	...	...	...	2
Total.....	542	266	41	3	232	1,402	411	23	13	955	6	1	1	...	5	1	1	...	...	3

REMARKS.—Deficiency in horses of artillery brigade deducted from gain in horses of third division 14th army corps.
Respectfully submitted.

J. E. REMINGTON,
Captain and Acting Chief Quartermaster 14th Army Corps.

JOHN V. FUREY,
Captain and A. Q. M.

SAVANNAH, GA., January 19, 1865.

Official copy:

No. 96.

HEADQUARTERS MILITARY DIVISION OF THE MISSISSIPPI,

St. Louis, Mo., July 24, 1865.

GENERAL: In accordance with your verbal instructions given at Washington city the 27th of June last, I have the honor to enclose herewith a report of the operations of your department at Savannah and in North Carolina while supplying General Sherman's army last winter and spring. The delay which has occurred in rendering this report has been unavoidable on my part, and has been caused by the difficulty of procuring the statements of property issued from the officers who had it in charge. Several of them were on leave of absence, away from their papers, and three are out of service.

Very respectfully, your obedient servant,

L. C. EASTON,

Brevet Brigadier General, Chief Quartermaster.

Major General M. C. MEIGS,

Quartermaster General U. S. A., Washington, D. C.

HEADQUARTERS MILITARY DIVISION OF THE MISSISSIPPI,

St. Louis, Mo., July 22, 1865.

GENERAL: I have the honor to submit the following report of the operations of the quartermaster's department of Major General Sherman's army from December 10, 1864, the date of its arrival before Savannah, Georgia, to May 11, 1865, when it commenced the march from Richmond, Virginia, to the north.

After the capture of Fort McAllister, December 13, supplies in very limited quantities were brought from Hilton Head to Ossabaw sound, and thence up the Ogeechee river to King's bridge, and a detail of twenty-five hundred (2,500) men from the army was immediately set to work to construct a dock upon which to unload supplies. The channel of the Ogeechee was practicable only for boats drawing seven feet or less at high tide. We had very few of that class, and all the boatmen were ignorant of the unused channel, and it was very difficult to supply the army by this river.

On the 21st of December Savannah was occupied by our army. The north channel of the river, the main and direct one, had been very thoroughly obstructed by the rebels, by sinking in it heavy cribs filled with stones and bricks. Admiral Dahlgren, after an examination of them, assured me that it was impracticable to remove them at that time, but learning from Major C. W. Thomas, quartermaster at Hilton Head, of a Mr. Orlando Bennett, who was employed by the government as a wrecker, and who was provided with facilities for such work, I requested him to send for Bennett, who was then down on the Florida coast. He arrived and went to work, and was eventually entirely successful, but the process of removing the obstructions was necessarily so slow that it was not completed until about the 20th of February, though a practicable passage was made by the 3d of February. Until that time we had to use the south channel, which was much smaller and shallower than the other, and very circuitous.

In this the rebels had left unobstructed a narrow passage for their own use, and through it light-draught vessels came up to the wharves at Savannah immediately after our occupation of the place. It was necessary to unload all the large vessels by lighters, at a distance below the city of from eight to twenty miles.

I organized matters by assigning Captain George B. Cadwallader, assistant quartermaster, as chief of the depot, and in charge of water transportation;

Lieutenant L. R. Young, 35th New Jersey infantry, in charge of forage; Captain F. C. Butze, assistant quartermaster, in charge of quartermasters' stores; Captain F. A. Seely, assistant quartermaster, in charge of clothing and equipage; Lieutenant A. B. Howard, 107th New York infantry, in charge of corrals and surplus animals turned in from the army, and assignment of buildings; Lieutenant Frederick Hope, 16th Iowa infantry, in charge of wagon transportation and repair shops; Lieutenant C. F. Matteson, 103d Illinois infantry, in charge of shops for repair of vessels; and Lieutenant T. J. Lambert, 68th Ohio infantry, in charge of railroads and all captured railroad property. Under these officers the work of the depot proceeded successfully; all the supplies that arrived were landed and distributed; all repairs needed by vessels were promptly made by the shops under Lieutenant Matteson; all the unserviceable and surplus animals of the army, numbering about 5,000, were turned into the corrals of Lieutenant Howard, and from them were made up the depot teams. We captured in the city two hundred and thirteen cars and eight locomotives. These were placed in charge of Lieutenant Lambert, who repaired and operated the Gulf railroad for a distance of ten miles from the city, and brought in over the road all the wood used by that portion of the army within the city, and what was necessary for the citizens.

The effective strength of the army was now about sixty-six thousand, (66,000,) with thirty-five thousand (35,000) animals, twenty-six hundred and ninety (2,690) wagons, and five hundred and three ambulances. The object to be accomplished by the quartermaster's department was to thoroughly refit the men, the animals, and the wagons, and to accumulate enough to load the trains with the more essential articles necessary to the long march into North Carolina, which was the plan determined on by the commanding general. Time was very valuable, for he desired to approach southern Virginia in time to co-operate in the spring campaign. As soon as I learned that a quantity of supplies had been sent by you to Pensacola, Florida, to meet the contingency of General Sherman's army, coming to the coast at that place instead of at Savannah, I despatched a steamer with orders to the vessels containing them to come immediately to Savannah; but only two arrived in time to be of service in supplying the army before it left Sisters' ferry and Pocotaligo on the march northward. There was some delay in the arrival of supplies from the north, and the amount that could be spared from the depot at Hilton Head was very small. Forage was especially slow in arriving, not being received in sufficient quantities to supply the daily consumption until about the 10th of January, and for a week the animals suffered a great deal for want of food. In the mean time they subsisted mainly on rice-straw, which was found in the vicinity, but did not do well on that alone.

My officers worked with ability and almost unceasingly to hasten the re-supply of the army, and notwithstanding the unavoidable delay occasioned by the slow arrival of forage, shoes, stockings, stationery, wagon-grease, and other articles of less importance, the army was sufficiently supplied by the 15th of January to begin the new campaign. The want of wagon-grease I partially remedied by directing Captain Butze to take possession of and issue a quantity of tar owned by the Savannah Gas Company, which mixed with a little flour, made a tolerable substitute. The overflowing of the low country, occasioned by the heavy rains, delayed the left wing, the command of General Slocum, from crossing the Savannah river at Sisters' ferry until February 1, and the right wing, General Howard, was detained at Pocotaligo until January 29. Supplies were forwarded to both these points, in light-draught steamers, up to the last moment before the troops left, so that before starting they were nearly equipped. The principal deficiency was in stockings. A partial supply of that article arrived and was immediately forwarded to the two wings a few days before they left.

The commanding general left Savannah for the army January 22, 1865, and ordered me to remain on the coast and be prepared to supply his army wherever it might be compelled to come to the coast. Georgetown, Wilmington, and Morehead City, and possibly Charleston, were mentioned as points to turn my attention to. The uncertainty of the point was very perplexing and embarrassing, and I determined to make a trip to Morehead City, looking into the harbors designated, in order to get all the information I could in regard to the facilities, &c., for supplying an army. After making this inspection, I returned to Savannah on the 20th February, 1865, and gave orders that all vessels laden with supplies for our army, then at Hilton Head, or in the Savannah river, or which should arrive, be sent to Morehead City, except that some vessels containing forage and subsistence should be left at Hilton Head, and some should go into Cape Fear river, so as to be prepared for the possibility of the army's coming to the coast at Charleston, Georgetown, or Wilmington. Such of our supplies at Savannah as had not been taken by the army were re-laden and sent to Morehead City, leaving sufficient at Savannah for the troops at that place.

Having a good deal of faith in General Sherman's ability to reach Goldsboro I determined to commence at once preparations at Morehead City for a depot. On the 21st February I sent my chief depot officer, Captain Cadwallader, and his assistants, to Morehead City, with instructions to commence work at once. Having given instructions to Major C. W. Thomas, quartermaster, at Hilton Head, that in case General Sherman should come to the coast, either at Charleston or Georgetown, to immediately forward supplies to him, (the means having been left at Hilton Head for that purpose,) I started from Savannah March 4; I touched at Wilmington; placed an officer in charge of the laden vessels arriving there, and reached Morehead City March 8. At this place there were no storehouses whatever, and a very small wharf for landing stores. I immediately applied to Major General Schofield for fifteen hundred (1,500) men for guards and working parties, who were promptly furnished.

I had brought some lumber from Savannah, and immediately started a saw-mill in the vicinity, getting out more, and bought all the lumber then in the harbor, which consisted of but a few thousand feet. I sent to New York for some carpenters and laborers, and to General Rucker at Washington for additional mechanics and a supply of felt roofing, in order to put up some temporary storehouses of the most economical kind. The work of enlarging our small wharf and of building our storehouses was pressed forward as rapidly as possible, and the repair of the railroad beyond Newbern was making good progress under Colonel W. W. Wright. For depot teams I had to take some which were being landed for the 23d corps.

The railroad being entirely occupied in forwarding rails and other materials used by the construction corps, I shipped large quantities of stores to Newbern in light-draught steamers, through Hatteras inlet and Pamlico sound, (there being eight feet of water by that route,) and thence up the Neuse river to the bridge opposite Kinston. The 23d corps, which was being brought from Wilmington to Kinston to cover the working parties on the railroad, was supplied in this manner.

On the 23d of March General Sherman arrived at Goldsboro', where the commands of Generals Schofield and Terry joined his former army, making a force of 95,000 men, with 23,000 mules, and 10,500 horses to be supplied, the number of men and animals rapidly increasing by re-enforcements from the north. General Sherman wrote me on the same day, describing the destitution of his command, whose clothing was entirely worn out by their long and arduous march, and who were out of flour, bread, sugar and coffee. His letter closed by saying that he "must be off again in twenty days, with wagons full, men re-clad," &c. Two days later, the 25th, the railroad was completed to Goldsboro',

and I commenced sending up subsistence and clothing, and later, quartermasters' stores. There were about sixty cars and four engines, which were used to the best advantage. Trains were loaded and unloaded at either end of the road with the greatest despatch, and no one was allowed to travel on the cars towards the army except couriers and staff officers under orders. The numerous detachments arriving marched, officers and all, to the army. I still continued to ship via Hatteras inlet, sending sail vessels containing grain to that place, whence their cargoes were taken by steamers to Newbern, loaded there into river steamers and a few barges, (which had been used by the troops of the department of North Carolina, in their former operations,) and carried to Kinston, or Neuse river bridge, to which point General Sherman's wagons had been coming for supplies since the 20th instant.

From March 29 to April 2 I was at Newbern, Kinston, and Goldsboro', and while at the latter place, by order of General Sherman, made an equitable reapportionment of the transportation of the 14th, 20th, 15th, 17th, 10th and 23d army corps, and the cavalry command, in view of the campaign which it was soon intended to begin. The transportation then consisted of 3,140 wagons, and 570 ambulances.

The railroad from Wilmington to Goldsboro' was completed April 4. The rolling stock on this road consisted of a very few captured cars. Some forage and subsistence were brought to Goldsboro' by this line.

By the 10th of April, sixteen days from the time the road was finished, and sooner than the earliest moment anticipated by General Sherman, the army was completely re-supplied and the wagons filled, and they moved from Goldsboro' that day. The following is what General Sherman says in his report, dated May 9: "Owing to a mistake in the railroad department, in sending locomotives and cars of the five-foot gauge, we were limited to the use of the few locomotives and cars of the four feet eight and a half inch gauge already in North Carolina, with such of the old stock as was captured by Major General Terry at Wilmington and on his way up to Goldsboro'; yet such judicious use was made of these, and such industry displayed in the railroad management by Generals Easton and Beckwith, and Colonel Wright and Mr. Van Dyne, that by the 10th of April our men were all re-clad, the wagons reloaded, and a fair amount of forage accumulated ahead."

The army occupied Raleigh April 13, and the railroad was finished to that place, by the construction corps, on the 18th. Additional cars were captured there, giving us one hundred and twenty cars in all, with enough engines to move them. The army had been re-enforced, so that it now numbered 103,000 effective men, and the numbers of animals had also been much increased. All were supplied satisfactorily, and stores accumulated by the railroad until April 30, when the march of the armies of Georgia and the Tennessee to Washington via Richmond commenced, the 10th and 23d corps and the cavalry being left in North Carolina. I relieved such of my depot officers as I thought would be needed in supplying General Sherman's army at Richmond and Alexandria—assigning other officers in their places—and turned over the general depots in North Carolina to Colonel J. F. Boyd, chief quartermaster of Schofield's command. May 3d, I started from Morehead City for City Point, Virginia, taking with me such clothing and other supplies as were not required for the troops remaining in North Carolina, and as I thought General Sherman's army would need, not knowing whether they could be spared from the depots of the Potomac army. The army arrived at Manchester, Virginia, and refilled its wagons on the 8th, 9th, and 10th of May, and then recommenced the march to Alexandria.

My assistants at the depots in North Carolina were as follows: At Morehead City, Captain G. B. Cadwallader, chief depot quartermaster; Lieutenant

E. R. Haight, 107th New York infantry, assistant; Captain J. D. Tredway, in charge of quartermaster stores; Captain A. Austin, in charge of railroad and water transportation; Lieutenant C. F. Matteson, 103d Illinois infantry, and Lieutenant T. J. Lambert, assistants; Captain A. S. Gear, in charge of wagon transportation and corrals; Lieutenant L. R. Young, 35th New Jersey infantry, in charge of forage; Lieutenant A. B. Howard, 107th New York infantry, in charge of coal; Captain T. F. Orner, 59th Indiana infantry, inspector, &c. At Newbern, Colonel J. T. Conklin had general charge; Captain A. S. Kimball and Captain S. W. Hoskins received and forwarded supplies; Captain F. A. Seely received at Newbern and Morehead City all the clothing and equipage for the army; Captain R. W. Clarke was in charge of forage at Neuse River bridge; Captain Justin Hodge received and distributed all stores at Goldsboro', and Captains A. S. Flagg and H. B. Whetsel received and distributed all stores at Raleigh during the short time the army was there. I consider all these officers entitled to high praise for the zeal, energy, and success with which the duties intrusted to them were performed, and commend especially to your favorable notice Captains Cadwallader, Tredway, and Austin for ability, energy, and industry.

Lists of all property issued by the depot officers at Savannah and Morehead City are annexed hereto.

I append the journal of Captain H. M. Whittlesey, chief quartermaster 20th corps, from January 27 to March 25, which will give you a good idea of the difficulties the army had to contend with during the march from Savannah to Goldsboro'. Annexed, also, is a statement showing the number of animals and amount of forage captured by the army, with the exception of those taken by the 15th corps, whose quartermaster, Lieutenant Colonel G. L. Foot, has made no report, although directed to do so.

In conclusion, I desire to express my appreciation of how greatly our success has been owing to you. The campaign was such that it was difficult for the army quartermasters to estimate correctly for any considerable time ahead. The changes of the points of supply were frequent, and the location of the next base very uncertain. This made it necessary at times to call on you for supplies to be furnished with the greatest despatch. Our best thanks are due for the uniformly prompt attention which all our wants received from you. I also feel greatly indebted to you for valuable suggestions and advice given me in your visits to Savannah, Morehead City, Goldsboro', and Raleigh.

I have the honor to remain, very respectfully, your obedient servant,

L. C. EASTON,

Brevet Brigadier General, Chief Quartermaster.

Major General M. C. MEIGS,

Quartermaster General U. S. Army, Washington, D. C.

P. S.—I have also attached to this report a list of vessels used in transporting supplies from Savannah and Hilton Head to Cape Fear river and Morehead City. I regret that I am unable to give the cargoes of these vessels.

A statement is also attached showing the quantity of subsistence transported from the northern cities to Morehead City and points south of that, for the use of General Sherman's army.

L. C. EASTON,

Brevet Brigadier General, Chief Quartermaster.

A true copy:

JOHN V. FUREY,

Captain and Assistant Quartermaster.

Statement showing amount of property furnished to Major General Sherman's army from the depots at Savannah, Georgia, and Morehead city, North Carolina, and amount brought to City Point, Virginia, from Morehead city.

QUARTERMASTERS' PROPERTY.

Articles.	Furnished from King's Bridge and Savannah.	Furnished from Morehead City.	Brought to City Pt. from More- head City.
Ambulances	1	176	
Anvils	5		
Assafoetida pounds		5	
Augers		24	
Awls	24	24	
Awl-handles	12	12	
Bagging, Dundee yards		325	
Bolts, carriage		1,350	
Bolts, king	10	926	
Bolts, tongue		26	
Bellows	6	3	
Black wax balls		150	
Borax pounds		130	
Bows, ambulance		200	
Bows, wagon	448	12,773	
Blankets, saddle		159	
Bridles, mule		302	
Bridles, riding		255	
Jack-screws		25	
Jockey sticks		265	
Knives, shoeing	24	24	
Lath		12,000	
Lead lines		89	
Leather, belting pounds	316		
Leather, bridle sides	32	860	
Leather, harness pounds	2,310	14,516	
Leather, thong do		210	
Linch-pins	40	1,865	
Liniment, mustang bottles		36	
Links, open	524	19,831	
Lumber feet	5,000	17,740	
Monkey wrenches		88	
Mules		2,367	
Mule shoes	34,900	72,200	
Nails, clinch pounds	1,275	3,100	
Nails, cut do	7,700	4,800	
Nails, horseshoe do	5,075	10,750	
Neck straps and chains		2,708	
Needles, saddler's papers	72	12	
Oil, neat's-foot gallons		163	
Oats pounds	12,011,414	13,094,883	3,964,852
Open rings		4,500	
Padlocks		25	
Paulins	8	12	
Pickaxes		1,574	
Pickaxe handles		551	
Pincers, shoeing		24	
Poles, coupling	64	1,262	
Poles, ridge		45	
Rasps, horse	279	947	
Rasps, wood		12	
Reins, bridle		4	
Rings, saddler's		400	

Statement showing amount of property, &c.—Continued.

Articles.	Furnished from King's Bridge and Savannah.	Furnished from Morehead City.	Brought to City Pt. from More- head City.
Rope, hemp, &c.....pounds.....		6,478	
Roofing felt.....do.....		50,400	
Saddles, riding.....		46	
Saddles, wagon.....	71	674	
Salt.....pounds.....	507	1,625	
Salts.....do.....			
Screws.....gross.....	24	2	
Sheepskins.....		100	
Shovels.....	2,906	220	
Brooms.....		17	
Buckets.....	57	1,317	
Buckets, rubber.....		144	
Buckets, harness.....dozen.....	184½	492	
Buttresses.....	3	10	
Chains, bearing.....		295	
Carts.....		7	
Cast-steel.....	326		
Chains, fifth.....		415	
Chains, halter.....		1,442	
Chisels, firmer.....		1	
Coal.....sacks.....	387		
Coal, blacksmith's.....bushels.....		842	
Cold chisels.....		8	
Collars, horse.....		198	
Collars, mule.....	198	970	
Corn.....	1,183,855	1,940,309	1,102,197
Covers, wagon.....	45	3,736	
Currycombs.....	84	2,536	
Double-trees.....		244	
Ducking, cotton.....yards.....	500		
Feed boxes.....		925	
Files, assorted.....	6	100	
Forges, portable.....	10	9	
Grease, axle.....pounds.....	1,572	26,140	
Halters.....		2,164	
Hames.....pairs.....	35	283	
Hammers, shoeing.....	20	20	
Hammers, wagon.....		239	
Harness, ambulance.....sets.....	1	147	
Harness, cart.....do.....		6	
Harness, six-mule.....do.....	113	289	
Harness, lead.....do.....		738	
Harness, wheel.....do.....		371	
Hatchets.....	100	1,150	
Hatchet handles.....	100	126	
Hay.....pounds.....	4,174,159	2,114,405	124,408
Head halters and chains.....		1,584	
Horses.....	599		
Horse brushes.....	72	1,708	
Horseshoes.....	27,700	49,600	14,200
Hounds.....	20		
Iron, assorted.....pounds.....		52,200	
Iron, hoop.....do.....		1,500	
Iron, sheet.....do.....		4,000	
Singletrees.....	104	1,295	
Spades.....	267	1,041	
Sperm oil.....barrels.....		10	
Spikes.....pounds.....	800		

Statement showing amount of property, &c.—Continued.

Articles.	Furnished from King's Bridge and Savannah.	Furnished from Morehead City.	Brought to City Pt. from More- head City.
Sponge pounds		10	
Straw do	4,853	691,636	16,817
Tail-gates barrels	6	600	
Tar pots pounds	60	1,404	
Thread, saddler's pounds	134	63	
Tools, blacksmith's sets	7		
Tools, carpenter's do	3	1	
Tools, saddler's do	9	6	
Tools, shoeing do	14	1	
Tongues, wagon pounds	150	1,518	
Vices, blacksmith's pounds	1	11	
Wheelbarrows pounds	15		
Wagon whips pounds	54	2,732	
Wagon wheels, fore pounds	56	153	
Wagon wheels, hind pounds	111	153	
Wheels, ambulance, fore pounds		38	
Wheels, ambulance, hind pounds		38	

CLOTHING, ETC.

Articles.	Furnished from Savannah.	Furnished from Morehead City.	Brought to City Pt. from More- head City.
Axe-handles	8,924	10,585	216
Axes	4,539	5,370	216
Books, regimental General Order		26	
Books, regimental Order		34	
Books, regimental descriptive		50	
Books, regimental letter		25	
Books, company clothing		58	
Books, company descriptive		50	
Books, company morning report		36	
Books, company Order		67	
Bugles, W. E. M. P.	53	159	10
Blankets, wool	20,453	15,295	1,000
Blankets, rubber	18,935	14,089	
Blowses, lined	33,340	43,062	38,000
Blowses, unlined		34,350	22,950
Boots	18,165	20,794	4,992
Bootees	64,346	184,136	80,000
Colors, national			10
Colors, regimental national			10
Caps, forage	11,267	24,817	6,000
Cap covers, forage		242	
Cloth, blue yards	84		
Coats, artillery dress	375	1,705	
Coats, artillery music	39	39	
Coats, infantry dress	7,550	15,056	2,025
Coats, infantry music	300	225	

Statement showing amount of property, &c.—Continued.

Articles.	Furnished from Savannah.	Furnished from Morehead City.	Brought to City Pt. from Morehead City.
Coats, infantry great.....	10,515	5,994	40
Coats, cavalry great.....	2,565	3,554	35
Chevrons, sergeant majors'.....	7	16	.....
Chevrons, quartermaster sergeants'.....	11	61	.....
Chevrons, company sergeants'.....	1	.....	.....
Chevrons, hospital stewards'.....	2	21	.....
Chevrons, 1st sergeants'.....	102	154	.....
Chevrons, sergeants'.....	436	671	.....
Chevrons, corporals'.....	632	1,294	.....
Canteens and straps.....	19,943	33,730	11,000
Drawers, knit.....	11,476	642	.....
Drawers, flannel.....	75,581	129,824	119,000
Drawers and cases.....	128	231	120
Drumsticks.....pairs.....	87	128	.....
Drum carriages.....	9	176	.....
Drum slings.....	93	128	.....
Drum cords.....	.....	200	.....
Drum snares.....	.....	50	.....
Drumheads, batter.....	.....	174	.....
Drumheads, snare.....	.....	43	.....
Fifes.....	56	102	100
Flags, storm.....	.....	2	10
Flags, garrison.....	.....	1	10
Flags, garrison halliard.....	.....	2	.....
Haversacks.....	29,480	47,883	19,000
Hats.....	17,037	39,068	39,400
Hat feathers.....	16,405	16,200	.....
Hat eagles.....	18,576	16,200	.....
Hat bugles.....	12,425	11,200	.....
Hat crossed-cannon.....	3,830	2,900	.....
Hat crossed-sabres.....	2,682	2,100	.....
Hat cords and tassels.....	16,495	16,200	.....
Hatchets.....	1,915	2,621	200
Hatchet handles.....	2,112	2,670	500
Jackets, cavalry.....	2,987	3,761	480
Jackets, artillery.....	.....	4,780	3,380
Kettles, camp.....	2,810	1,721	192
Knapsacks and straps.....	14,277	27,245	5,500
Letters.....	1,000	5,000	1,000
Lace, blue, 1½-inch.....	525	3,230	1,000
Lace, blue, ½-inch.....	384	3,201	1,000
Lace, red, 1½-inch.....	80	.....	.....
Lace, red, ½-inch.....	168	.....	.....
Mess pans.....	4,635	2,302	450
Numbers.....	2,000	4,608	5,000
Ponchos, rubber.....	1,151	1,600	8,500
Picks.....	806	3,365	.....
Pick handles.....	1,129	1,018	.....
Shirts, flannel.....	74,160	123,890	111,900
Shirts, knit.....	2,396	7,262	1,600
Socks.....	80,951	290,694	143,000
Straps, greatcoat.....	24,740	11,508	500
Stocks, leather.....	11,242	1,792	.....
Sashes.....	88	255	.....
Shovels.....	.....	504	.....
Spades.....	105	3,606	108
Scales, metall c, sergeants'.....	.....	636	.....

Statement showing amount of property, &c.—Continued.

Articles.	Furnished from Savannah.	Furnished from Morehead City.	Brought to City Pt. from Morehead City.
Scales, metallic, privates' .....	.....	8,794	.....
Scales, metallic, N. C. staff.....	.....	9	.....
Trowsers, infantry	33,161	125,772	44,000
Trowsers, cavalry	20,001	13,427	6,120
Tents, shelter	15,310	25,540	9,075
Tents, wall	115	264	131
Tent flies, wall	127	275	131
Tent poles, wall	115	264	132
Tent pins, wall	689	3,244	1,840
Tents, hospital	142	345	90
Tent flies, hospital	142	355	90
Tent poles, hospital	120	149	86
Tent pins, hospital, large	2,133	2,461	2,616
Tent pins, hospital, small	3,012	5,220	2,514
Tents, common	2	146	3,201
Tent poles, common	2	146	.....
Tent pins, common	604	5,205	.....
Tents, Sibley .....	.....	1	.....
Tent poles, Sibley .....	.....	1	.....

L. C. EASTON,
Brevet Brigadier General, Chief Quartermaster.

A true copy:

JOHN V. FUREY, *Captain and A. Q. M.*

Statement of number of animals and amount of forage taken from the country by Major General Sherman's army on the march from Savannah to Goldsboro', January 27 to March 25, 1865.

By whom captured.	Horses.	Mules.	Corn.	Hay.	Fodder.
			<i>Pounds.</i>	<i>Pounds.</i>	<i>Pounds.</i>
Fourteenth army corps.....	697	1,360	2,867,820	4,055	2,730,460
Twentieth army corps.....	858	1,252	2,588,902	10,500	2,219,001
Seventeenth army corps.....	1,333	1,961	2,316,104	.....	2,146,900
Fifteenth army corps.....	.....	.....	.....	.....	.....
Cavalry command.....	.....	.....	.....	.....	.....
Total	2,888	4,573	7,772,826	14,555	7,096,361

NOTE.—No report was received from Lieutenant Colonel Fort, chief quartermaster 15th corps, and none from quartermaster cavalry command.

The number of horses abandoned, lost, and died in the 14th corps was 331; number of mules, 569; reports regarding this were not received from the other commands.

L. C. EASTON,
Brevet Brigadier General, Chief Quartermaster.

A true copy:

JOHN V. FUREY *Captain and A. Q. M.*

HEADQUARTERS MILITARY DIVISION MISSOURI,
Office Chief Depot Commissary, St. Louis, Missouri, July 20, 1865.

GENERAL: In obedience to your request, I have the honor to report that the Quartermaster's department transported for the Subsistence department, for the combined armies under General Sherman, the following of subsistence stores, viz :

Meats	Mess pork.....	pounds..	3, 302, 000
	Bacon	do....	1, 473, 271
	Salt beef.....	do....	2, 810, 400
	Fresh beef.....	do....	2, 266, 500
	Total		9, 852, 171
Breadstuffs	Hard bread.....	pounds..	17, 997, 450
	Flour	do....	4, 758, 600
	Corn meal.....	do....	92, 000
	Total		22, 848, 050
Vegetables.....	Beans	pounds..	706, 181
	Peas	do....	6, 900
	Rice.....	do....	115, 312
	Hominy	do....	100, 159
	Potatoes	do....	90, 820
	Mixed vegetables.....	do....	153, 720
	Total		1, 173, 092
	Coffee	pounds..	1, 652, 678
	Tea	do....	16, 705½
	Sugar	do....	2, 734, 503
	Soap	do....	392, 168
	Salt	do....	667, 899
	Pepper	do....	20, 205
	Candles.....	do....	107, 857
	Whiskey.....	gallons..	46, 414
	Vinegar	do....	74, 248
	Molasses	do....	12, 459½
Miscellaneous..	Hospital stores, &c.....	pounds..	266, 750

These stores were sent from the various northern cities of Boston, New York, Alexandria, Fortress Monroe, and Norfolk, and were delivered at the ports of King's Bridge, Savannah, Hilton Head, and Morehead City, during the months of December, 1864, January, February, March, April, and May, 1865.

I am, sir, very respectfully, your obedient servant,

LOGAN H. ROOTS,

Captain and Commissary of Subsistence U. S. Vol's.

Brigadier General L. C. EASTON,

Chief Q. M. Military Division of Mississippi, St. Louis, Mo.

A true copy :

JOHN V. FUREY,

Captain and Assistant Quartermaster.

List of vessels and their cargoes sent from Savannah and Hilton Head to Cape Fear river and Morehead City.

ORDERED FROM HILTON HEAD AND SAVANNAH TO MOREHEAD CITY.

Barks Palermo, (535 tons,) J. M. Brookman, and John Bunyan, (597 tons;) ships Narragansett, Ashburton, (1,079 tons;) and R. C. Winthrop, brig Jeremiah; steamers Louise, Matagorda, Louisburg, Fountain, Guide, and Mary Boardman, with subsistence.

Barks Transit, (434 tons,) Hattie Morrison, (516 tons,) and brig Dragoon, (390 tons,) with clothing and equipage.

Schooner General Knox, (219 tons,) steamer Crescent, and schooner Margaret and Lucy, (442 tons,) with quartermasters' stores.

Brig Tubal Cain, (439 tons;) schooners Nora, Mary Mankin. Arctic Kate Merrill, and brig Sarah Goodwin, with forage.

ORDERED FROM SAVANNAH TO CAPE FEAR RIVER.

Bark Bridgeport, with forage.

Brig D. Maloney, (248 tons,) with subsistence.

Schooners Monticello, A. C. Levitt, May, N. G. Audenreid, Rachel Miller, S. P. Adams, W. A. Irish, Antietam, Maryland, and bark J. R. Davis, with forage.

NOTE.—The above list is somewhat defective. I had intended to give a statement of all property transported from Savannah and Hilton Head to Cape Fear river and Morehead City, but up to this time I have been disappointed in receiving from the officer in charge of that duty the statements required of him. To give an idea of the coastwise work, which was very great, I have made the above list. About 2,800,000 pounds of forage were sent to Cape Fear river, and about 10,500,000 pounds to Morehead City, from Savannah and Hilton Head.

The steamers in the above list are all of light draught.

L. C. EASTON,

Brevet Brigadier General and Chief Quartermaster.

A true copy:

JOHN V. FUREY,

Captain and Assistant Quartermaster.

Report of the movements of the train of the 20th army corps, on the march from Savannah, Georgia, to Goldsboro', North Carolina.—January, February, and March, 1865.

Friday, January 27.—Left camp 9.30 a. m.; arrived at Monteith 3 p. m.; distance, 11.50 miles; weather fine, frosty; roads heavy. Last Tuesday week, January 17, the 1st and 3d divisions, three batteries, corps headquarters, and regimental, brigade, and division headquarters trains left Savannah on the new campaign, crossing the islands into South Carolina; to-day the balance of the corps (2d division troops and corps train) marched from Savannah on west side of river towards Sisters' ferry. General Barnum's brigade takes charge of train.

Saturday, January 28.—Left camp 7.30 a. m.; arrived in pine woods 6.30 p. m.; distance, 14.41 miles; weather fine, but very cold; roads heavy and swampy. Passed through good works—forts, &c.—that had been built to oppose our progress to Savannah.

Sunday, January 29.—Left camp 7 a. m.; arrived at Mallett's farm, 2½ miles from Sisters' ferry, 2 p. m.; distance, 11.61 miles; weather fine, cold; roads pretty good. Passed through Springfield—nothing but chimneys standing. Came up with 14th corps, which left Savannah one day before we did. Ordered to send teams to Sisters' ferry for forage.

Monday, January 30, to Thursday, February 2.—In camp; weather fine, warm and rainy. Cavalry passing. Wednesday, February 1, our men across the river engaged in corduroying the road, occasionally finding torpedoes.

Friday, February 3.—Left camp 6.30 p. m.; arrived at Sisters' ferry 9 p. m.; distance, 4.28 miles; weather warm and rainy; roads good. Received marching orders at half past 6 o'clock p. m.; started immediately for the ferry. Camped for the night on the bank of the river.

Saturday, February 4.—Left camp 2.45 p. m.; arrived across the river into South Carolina 5 p. m.; distance, 2.80 miles; weather very warm and bright; roads swampy—corduroyed.

Crossed pontoons to-day; it was quite an animated scene; some regiments, on touching the South Carolina shore, flung their colors to the breeze and struck up patriotic airs with their bands. Gunboat Pontiac lying at upper landing. Piles of hard bread and forage on the shore.

Sunday, February 5.—Left camp 6.30 a. m.; arrived at cross-roads near Steepbottom 6 p. m.; distance, 12.38 miles; weather warm, fine; roads, swamp in forenoon, good in afternoon. Crossed a swamp to-day, four or five miles long, where there was little or no timber; every inch of it had to be corduroyed. Passed through Robertsville; all of it burnt, as were all the houses along the road. Men beginning to find forage in abundance.

Monday, February 6.—Left camp 9.30 a. m.; arrived near Beach branch 6.30 p. m.; distance, 16.47 miles; weather cloudy—rain in the afternoon; roads pretty good. Buried two men belonging to the 1st division who had been killed by the rebel cavalry—murdered, it is supposed. Food of all kinds now being brought in in profusion. More property is destroyed in this State, on our march, than was destroyed in Georgia. Passed through Lawtonsville—nothing but chimneys standing.

Tuesday, February 7.—Left camp 8.30 a. m.; arrived at Duck branch 6 p. m.; distance, 6.71 miles; weather rain all day and night; roads very muddy; teams constantly getting stalled. Crossed Duck branch, (Coasawatchie swamp,) a running stream from 18 inches to 4 feet deep, and about 400 yards wide; part of the train had to stay on the other (south) side till morning.

Wednesday, February 8.—Left camp 7.15 a. m.; arrived at Beaufort bridge 5 p. m.; distance, 13.41 miles; weather fine, cold, and dry; roads good, out of the swamps. Crossed Big swamp and Big Salkehatchie river—a terrible place to cross. Found on the east side of the river extensive rebel works, timber felled, &c. Forts pierced for four guns, commanding the road through the swamp and across the river, showed their intentions, had they found time to get their cannon into position.

Thursday, February 9.—Left camp 7 a. m.; arrived at Blackville 5 p. m.; distance, 19.32 miles; weather cloudy and cool; roads good. Rejoined our command here.

Friday, February 10.—In camp; weather fine and cold. Resting in camp. 1st and 3d division troops destroying Charleston and Augusta railroad. Two brigades of 2d division sent forward to Duncan's bridge, South Edisto river.

Saturday, February 11.—Left camp 7.30 a. m.; arrived at Duncan's bridge, north side of south branch of Edisto river, 11.30 p. m.; distance, 9.49 miles; weather fine and warm; roads good. This is a rich country. Forage and subsistence found in immense quantities to-day. Arrived at the river at 10 o'clock a. m., and waited till 10 o'clock p. m. before we could cross the train. The former bridge having been burnt by the enemy, we had to construct one, together with one and a half mile of corduroy, containing six small bridges. General Geary found some of Hood's old troops confronting him, who had erected works on north side of river. Cavalry train, 211 wagons, and Michigan engineers, 31 wagons, joined our corps train to-day.

Sunday, February 12.—Left camp 8 a. m.; arrived at Jeffcoat's bridge, north fork of the Edisto, 4 p. m.; distance, 13 miles; weather beautiful; roads good. Arrived at the river at 4 p. m. and found the enemy on the other side prepared to dispute our passage. First cannon-firing (on our march) to-day; it was from the rebels. We lost a few men in building the bridge, and several foragers were captured to-day.

Monday, February 13.—Left camp 1.30 p. m.; arrived at Jones's cross-roads 3 p. m.; distance, 5.93 miles; weather beautiful; roads goods. Cavalry train divided up among the divisions to-day, 65 wagons being assigned to 1st division, 66 to 2d division, and 100 to 3d division. Crossed the river this morning; the 2d division troops skirmished across, losing a few men.

Tuesday, February 14.—Left camp 8 a. m.; arrived at Columbia cross-roads 11.30 a. m.; distance, 7 miles; weather cloudy—rain and sleet all night; everything covered with ice in the morning; roads good. Travelled on good roads this morning, and camped at noon. Escort six miles in front cut off from advance; Captain Benjamin Reynolds, acting assistant inspector general, 3d brigade, 1st division, captured, with his orderly, at the head of the column.

Wednesday, February 15.—Left camp 8.15 a. m.; arrived near Lexington Court House 3.15 p. m.; distance, 11.33 miles; weather misty—rained during the night. Skirmished with the enemy's cavalry all day. Crossed over sand-hills of considerable height. 2d division lost a few men.

Thursday, February 16.—Left camp 8 a. m.; arrived near Columbia and Congaree river 1 p. m.; distance, 7.67 miles; weather fine; roads good. Against orders to forage on flank to-day. Pontoon train (from 14th corps) joined us.

Friday, February 17.—Left camp 9 a. m.; arrived at Saluda river 7 p. m.; distance, 6 miles; weather fine; roads good. Arrived at river at 12 o'clock m., and waited until the 14th corps and cavalry had crossed. 1st and 2d division train crossing all night.

Saturday, February 18.—Left camp 9.30 a. m.; arrived near Oakville 4.30 p. m.; distance, 9.42 miles; weather fine; roads good. We finished crossing river to-day. One division of pontoon train ordered to march with us. 15th corps occupy Columbia; we understand they found a great deal of war material, and nearly burnt the whole town.

Sunday, February 19.—Left camp 11 a. m.; arrived at Freskley's ferry 2.30 p. m.; distance

5.94 miles; weather fine; roads heavy. Disposed of all wall tents, nothing but flies being used at all headquarters. 14th corps at Broad river first, and crossing ahead of us, arrived within a mile of river and waited until morning to cross.

Monday, February 20.—Left camp 8.15 a. m.; arrived at Owen's farm 5 p. m.; distance, 12.21 miles; weather fine; roads good. General Jackson with one division crossed river and picketed all roads. General Ward sends one brigade to picket all roads and approaches to bridge till all is crossed, and then one battery protects pontoniers in taking it up. Found on Owen's farm 2,000 bushels of corn and 40 tons of hay. Crossed Little river to-day.

Tuesday, February 21.—Left camp 8.30 a. m.; arrived at Beaver Dam creek, near Winsboro', 5 p. m.; distance, 11.20 miles; weather fine and pleasant; roads good but hilly. Arrived in Winsboro' at 11 o'clock a. m., and found the town already in possession of foragers (bummers) of the 14th and 20th corps, who had plundered it and burned part of it, all of whom, who were caught, were placed under arrest. The 14th corps arrived at town simultaneously with ourselves. We marched through and camped on the side about four miles.

Wednesday, February 22.—Left camp 8 a. m.; arrived at Rocky Mount post office 5.30 p. m.; distance, 17.17 miles; weather cloudy; roads bad and hilly. General Sherman joined the corps to-day. Camped half mile from Watené river. One of our men belonging to corps supply train found the bodies of two of our soldiers lying in the woods murdered.

Thursday, February 23.—Left camp 9 a. m.; arrived at Colonel Ballard's farm at 1 p. m.; distance, 5.30 miles; weather cloudy, rain during night; roads hilly. Commenced crossing Catawba river at 6 o'clock a. m. Obtaining a great many mules and horses now.

Friday, February 24.—Left camp 8.30 a. m.; arrived at Hilliard's plantation 11 a. m.; distance, 2.87 miles; weather, raining hard all day; roads very bad. 11 o'clock a. m. met 17th corps on a road intersecting ours, causing us to camp. Corduroyed every foot we came to-day.

Saturday, February 25.—In camp all day; weather showery. 3d division corduroying road ahead.

Sunday, February 26.—Left camp 8 a. m.; arrived at Hanging Rock post office 2.30 p. m.; distance, 10.12 miles; weather fine; roads corduroyed. Marching since noon towards Camden.

Monday, February 27.—Left camp 10.15 a. m.; arrived at Hanging Rock creek 11.30 a. m.; distance, 2.36 miles; weather fine; roads very bad—hilly. Crossed Hanging Rock creek and ascended a steep, rocky, muddy hill; going into camp on north side of creek.

Tuesday, February 28.—Left camp 8 a. m.; arrived at Horton's store 2.30 p. m.; distance, 10 miles; weather, raining; roads very bad. Wagons constantly getting stalled. Captured a perambulating bank from Camden in three wagons.

Wednesday, March 1.—Left camp 8 a. m.; arrived near Lynch's creek 2.15 p. m.; distance, 9.22 miles; weather cloudy; roads good. The 82d Illinois was sent 11 miles last night to protect Miller's bridge, which they did, running the mill alongside of it all night, making flour and meal. We crossed the bridge at noon.

Thursday, March 2.—Left camp 6.30 a. m.; arrived at Chesterfield Court House 5.30 p. m.; distance, 20.80 miles; weather misty; roads bad. The troops and head of the train marched hard all day through mud, crossing deep, rough-bottomed creeks, and taking no rest whatever. Skirmishing with the enemy commenced about two miles from town, and lasted into and through the village—two batteries in position shelling the fleeing rebels. Only corps headquarters train got into Chesterfield, the balance of the train being 7 to 10 miles back where they camped for the night.

Friday, March 3.—In camp all day; weather fine but cloudy. The balance of the train got up to-day all right. The 1st division having been sent to Thompson's creek to save the bridge, their train was ordered to join them some three miles off.

Saturday, March 4.—Left camp 7.30 a. m.; arrived near Sneed'sboro', North Carolina, two miles from Big Pedee river 3.30 p. m.; distance, 10.47 miles; weather, rain in morning; roads horribly muddy. There seemed to be in some places no bottom to the roads—all quicksand. Arriving at the plank-road to Cheraw at 2 o'clock, and finding the 14th corps passing we went into camp, giving them the right of road. Part of our trains to-day were in South Carolina and part in North Carolina. Obtained ten loads of lumber from mill on Thompson's creek for pontoon purposes.

Sunday, March 5.—In camp all day; weather very fine. General Williams asked permission to march to Cheraw and cross the Pedee there.

Monday, March 6.—Left camp 8.45 a. m.; arrived at north side of Big Pedee 6.45 p. m.; distance, 14.01 miles; weather fine; roads, plank-road to Cheraw—half mile—bad road across river. Marched on plank-road to Cheraw; at 10 o'clock a. m. heard a tremendous explosion; found on arrival at Cheraw that it was caused by powder and fixed ammunition set on fire by 15th corps soldiers, causing the death of eight persons and wounding many. All the business portion of the town burnt. The 15th corps had about finished crossing the pontoons on our arrival. (2 o'clock p. m.) We commenced crossing at 4 o'clock, and were crossing all night.

Tuesday, March 7.—Left camp 8 a. m.; arrived at Station 103, Wilmington and Raleigh railroad, 5.30 p. m.; distance, 14.50 miles; weather beautiful; roads very good. Passed by 2,000 barrels of rosin on fire—a magnificent sight.

Wednesday, March 8.—Left camp 8 a. m.; arrived near Lumber river 5.30 p. m.; distance, 14.66 miles; weather, rained hard all day; roads bad, nearly all corduroyed. 3d brigade, 1st division, sent four miles ahead to hold bridge across Lumber river. We met 14th corps at forks of road travelling same way as ourselves; gave them the plank-road and cut our way two miles through the woods, gaining a wretched dirt road. The rain poured in torrents all day, making the road impassable for rear of column without corduroying.

Thursday, March 9.—Left camp 6.45 a. m.; arrived at Buffalo's creek 9.30 p. m.; distance, 8.65 miles; weather, raining hard all day and night; roads corduroyed the whole distance. Crossed bridge over Lumber river; also six or seven creeks badly swollen by recent rains. Pontoon train joined us. 2d and 3d division train had to encamp on side of Lumber river, being unable to cross till morning.

Friday, March 10.—Left camp 10.30 a. m.; arrived near Rockfish creek 7 p. m.; distance, 13.20 miles; weather cloudy; roads corduroyed. Forage and subsistence abundant to-day; for the last week it has been very scarce, partly because all the army has been together, and partly because this is a wretched poor country. Received General Slocum's order restricting troops from taking anything but forage &c., and commanding them to destroy no property in North Carolina.

Saturday, March 11.—Left camp 8 a. m.; arrived near Little Rockfish creek 5 p. m.; distance, 8.10 miles; weather fine; roads corduroyed. 1st and 3d division troops push ahead; 2d division and one battery protect train. We struck plank-road this evening and camped alongside of it, corralling in a very small compass.

Sunday, March 12.—Left camp 6.30 a. m.; arrived at Fayetteville 2 p. m.; distance, 12.23 miles; weather fine—frost at night; roads, plank. Found 14th corps in possession. The two bridges that spanned Cape Fear river had been burned by the enemy; two pontoon bridges laid. Sent mail north from here; a United States steamer arriving about the same time the rebels went out and our troops came in. We are promised some supplies.

Monday, March 13.—Left camp 3.30 p. m.; arrived four miles beyond Fayetteville, on east side Cape Fear river, 7 p. m.; distance, 5.19 miles; weather beautiful; roads good. General Sherman reviewed 20th corps, marching company front through Fayetteville. The rebels in strength ahead of us on the road. Quartermasters ordered to send wagons to river for supplies, also all transportation that can be spared to send refugees, discharged soldiers, and negroes to Wilmington; 50 men from each corps and the discharged men acting as guard; Colonel Balloch, chief commissary of subsistence, 20th army corps, furnishing our contingent with sufficient rations. 100 sick sent to Fayetteville and shipped to Wilmington.

Tuesday, March 14.—In camp; weather fine. Two (1st and 3d) divisions unencumbered save with ammunition wagons, and three batteries were ahead, &c. General Geary and Sloan's battery guard train. Same order extends through the army. Train is ordered to move towards Troublefield's store.

Wednesday, March 15.—Left camp 11.30 a. m.; arrived near South river 7.30 p. m.; distance, 11.15 miles; weather, thunder-storm; roads corduroyed. Most of the train stuck in the mud all night.

Thursday, March 16.—Left camp 9.30 a. m.; arrived at Jackson's farm 5.30 p. m.; distance, 7.29 miles; weather showery; roads corduroyed. The Michigan engineers, who were sent ahead to build a bridge across South river during the night, were unable to do so until morning, on account of the enemy. The bridge being completed by 10 a. m., we commenced crossing; the enemy threatening our flanks and front, one battery was placed in position and proper disposition made of the troops to cover the trains. On getting to our camping place we found the 15th corps troops on right of road, lines formed, skirmishers out, batteries in position, everything indicating the presence of the enemy. Our two divisions had a hard fight, driving the rebels, capturing three pieces of cannon, and a number of prisoners.

Friday, March 17.—In camp; weather delightful. Sent 24 empty wagons to the front for wounded. The train sent to Cape Fear river arrived to-day with supplies—some hard bread, coffee, sugar, boots, and shoes.

Saturday, March 18.—Left camp 6.30 a. m.; arrived near Rainer's mill 8 p. m.; distance, 8.56 miles; weather fine; roads corduroyed. The plan adopted to-day of repairing the roads was new, and it was good; not a wagon was allowed to proceed until the road was made good; the consequence was, when they commenced drawing into camp they were all closed up, and kept continually coming in.

Sunday, March 19.—Left camp 6.15 a. m.; arrived at Canaan church 6 p. m.; distance, 10.50 miles; weather fine; roads corduroyed. Left wing had a severe fight to-day, the enemy suddenly falling on the 14th corps, driving it and making some captures from them; the 20th came to their relief. Corralled in small compass to-night, and extra precautions taken to guard train.

Monday, March 20.—Left camp 4 p. m.; arrived near Falling creek 8 p. m.; distance, 4.30 miles; weather fine; roads corduroyed. General Geary started at 2 o'clock a. m. with 1st and 3d brigades for the front, Captain Sloan's battery following. All ammunition and ordnance wagons, and empty wagons for wounded, sent to front—135 wagons. At 6 o'clock a. m. ordered to move train to an adjoining field, park close; run the wagons in 20 deep, close up—10 feet between rows—getting in 600 or 700 wagons in 20-acre space by 11 o'clock a. m., and by 1 o'clock p. m. a good and efficient breastwork enclosed the train.

As soon as we were all properly cared for, orders came to pull out and march towards Goldsboro'. Commissary wagons sent to front with supplies.

Tuesday, March 21.—Left camp 6.30 a. m.; arrived at Grantham's store 3.30 p. m.; distance, 5 miles; weather, rained hard in afternoon; roads corduroyed half way. At 12 o'clock m. came upon the 24th and 25th corps marching on a road intersecting ours; managed to fall in on same road, going on it a mile and a half and camping. From 2 o'clock until 7 p. m. a furious engagement going on on our left; incessant cannonading and tremendous volleys of musketry could be distinctly heard; supposed to be 15th corps engaged. Received 200 wagon and ambulance loads of wounded to-night. Ordered to despatch all the intrenching tools and pioneers to the front. Ordered to march to-morrow six miles to the junction of the Everettsville and Goldsboro' road with the Dadfield and Goldsboro' road, and there establish a depot for supplies to be drawn from Kinston. Colonel Muidell, of 2d brigade, 2d division, to command post.

Wednesday, March 22.—Left camp 6.15 a. m.; arrived at Murphy's plantation 1.30 p. m.; distance, 10 miles; weather delightful; roads good. The country around here surpasses anything we have yet seen in North Carolina for food and forage.

Thursday, March 23.—In camp; weather fine, but tremendous winds. Organizing permanent quarters.

Friday, March 24.—In camp. Received orders to move; cannot, our wagons being sent to Kinston for supplies, and to the front. Sent for 125 wagons from corps headquarters. The hospital left here to-day, crossing the upper pontoon bridge at 3 o'clock p. m., after attempting to get over all day. 17th corps slaughtering mules by hundreds on the banks of Neuse river. Wagons arrived from corps at 8 o'clock p. m. Ordered to load up and concentrate 14th, 20th, 15th, and 17th corps trains here now; intrenched in small space; four brigades and some artillery protect them in case of an attack, which is not at all improbable, as everything on the road to-day has been threatened by Butler's cavalry. In the middle of the night the brigade belonging to the 17th corps was withdrawn and sent to guard its train on way from Kinston with supplies.

Saturday, March 25.—Left camp 8 a. m.; arrived three miles from Goldsboro' and Wilmington and Weldon railroad 11 a. m.; distance, 8.37 miles; weather fine—windy; roads excellent. Had a fine march and joined our corps. Encamped in pine woods at 11 o'clock a. m., bringing with us (the result of two days' foraging around Murphy's plantation) over 100 loads of corn, most of which is husked, and part shelled and in bags.

Total miles traveled, 456 $\frac{10}{100}$.

Recapitulation.

We have marched 456 $\frac{10}{100}$ miles, through innumerable and seemingly impassable swamps; crossed twelve rivers, among them the Savannah, Saluda, Broad, Catawba, Great Pedee, Lumber, and Neuse, large streams requiring pontoon bridges; constructed bridges (sometimes in face of the enemy) over the smaller streams; crossed innumerable creeks, many of them, from their size, meriting the name of river; corduroyed at least three-fifths of all the road we have travelled; marching early and late, wet and dry, over swamps, sometimes in sight and sometimes sunk in the mud nearly out of sight, we averaged ten and one-third miles per day, for marching days, from Savannah, Georgia to Goldsboro', North Carolina. In all the way we have lost no property by capture, and only four wagons and five ambulances by breaking, which could not be repaired on the march.

We have taken from the country: horses, 858; mules, 1,252; corn, 2,588,902 pounds; hay, 10,500 pounds; fodder, 2,219,001 pounds.

HENRY M. WHITTLESEY,

Captain, Acting Chief Quartermaster 20th Army Corps.

HEADQUARTERS 20TH A. C., OFFICE CHIEF QUARTERMASTER,

Near Goldsboro', North Carolina, March 31, 1865.

A true copy:

JOHN V. FUREY,

Captain and Assistant Quartermaster.

No. 98.

OFFICE CHIEF QUARTERMASTER DEPARTMENT OF TENNESSEE,

Nashville, Tennessee, August 31, 1865.

GENERAL: In compliance with General Orders No. 39, from your office, dated July 1, 1865, requiring officers on duty in the quartermaster's department to render an annual report for the fiscal year ending June 30, 1865, I have the honor to report as follows, viz :

From the 1st of July, 1864, to the 7th day of August, same year, I was continuously on duty, as chief quartermaster of the 14th corps, and was present with that command during the memorable battles of Resacca, Kingston, Kennesaw, Chattahoochee river, and during a portion of the siege of Atlanta.

On the morning of the 8th of August, being within three miles of the latter-named place, I was relieved of the chief quartermastership of that corps and ordered to report in person to the major general commanding the department of the Cumberland, for duty as chief quartermaster of the army of the Cumberland in the field, (General Orders Headquarters, August 8, 1864.)

On the same date I reported and assumed charge as directed.

I remained with the general headquarters during the remainder of the siege of Atlanta, and entered that city with it, remaining there until the 31st of October, when I proceeded with the rest of the members of the staff to Chattanooga.

Nothing worthy of note came under my notice while in Atlanta. My principal duty there consisted of providing forage and the necessary details wherewith to obtain it for the entire army.

The troops had already been well supplied with clothing, camp and garrison equipage. There was no dearth of subsistence. Forage had to be obtained from the country, owing to the crossing of the rebel General Hood over the Chattahoochee river, and the consequent severance of railroad connexion with Chattanooga, the depot of supplies.

There had been no accumulation (beyond ten days) of forage at Atlanta. The railroad had already been taxed to the utmost to supply the army on its onward march from day to day, and with this ten days' supply the break lasted from the 1st to the 26th day of October.

While in Chattanooga the battles of Franklin and Nashville took place. Unable to reach my command, and the necessity of a chief quartermaster's presence with the army being apparent, Lieutenant Colonel W. G. Le Duc, chief quartermaster 20th corps, was appointed by the major general acting chief quartermaster in my absence.

I remained in Chattanooga, assuming general charge of the depot and assisting in providing for the wants of Major General R. S. Granger, in his attack on Decatur, procuring transportation, &c.

On the 5th day of January I received a telegram from Major General Thomas, directing me to repair to Nashville and report to him for further service in the field. I immediately did so, arriving in Nashville on the following, 7th.

On the next day but one I proceeded with headquarters to Eastport, Mississippi, arriving there on the 16th.

At this place my duties consisted of supplying the army with everything it wanted in the shape of clothing, camp and garrison equipage and forage, and the furnishing of water transportation for the 23d corps to Louisville, and the 16th army corps, General A. J. Smith's command, including 7th division cavalry corps, military division Mississippi, and artillery brigade, consisted of four divisions. The aggregate strength in commissioned officers and enlisted men was seventeen thousand three hundred and fourteen; in horses and mules, six thousand seven hundred and nine; in wagons and ambulances, four hundred and eighty-four. The embarkation began on the 5th of February, and ended on the evening of the 8th. The command was supplied with ten days' rations of forage and fifteen of subsistence. In every other respect it was also well supplied. About forty boats, some of them the finest in service on the western waters, were employed in transporting this army to New Orleans.

It was while here that the overflow of the Tennessee river, unequalled by any of former years, took place. I may state that I was on duty with the troops in the field near this river during the period of the great (although not to be compared with this) flood in the spring of 1862, by which a large amount of public property was lost. Apprehending a similar flood this spring, I immediately, on

arriving at Eastport, took steps to prevent the accumulation and exposure of public property at this extremely unprotected point. The troops and a quantity of stores had preceded me about ten days. I also proceeded at once to inspect and correct the manifest want of system and proper care of public property then existing. With the view of having the valuable stores afloat so as to enable us to remove them quickly and with economy in the event of its becoming necessary by reason of high water, and to relieve several steamers, under charter, detained at the landing with stores on board, and under orders from the major general commanding to make use of the steamers that come freighted to Eastport, to transport General Schofield's corps from Clifton to the Ohio river, I ordered on the next day, by direction of General Thomas, the large wharf-boat, known as the Crescent City, to be towed up from Paducah to Eastport. The wharf-boat arrived on the 27th following, and was immediately assigned for the storage of clothing, camp and garrison equipage, quartermasters', medical, and subsistence stores. The stores that were lying exposed on the river bank were at first put on board; afterwards those from the steamers.

Previous to my arrival at Eastport large quantities of stores not needed for the army had been received, while those actually required had not come to hand.

Notwithstanding my efforts from time to time to prevent it, large quantities of grain and other quartermasters' stores, in advance of what was required for the supply of the troops, and what had been asked for by me, kept coming to hand—hence an undue accumulation of grain at a depot, subject at any time to an overflow; and where besides, there were no means of protecting it against the heavy rains prevalent at that season of the year.

On the 24th of February, before the river had begun to excite apprehensions for the safety of the public property that was, for want of storage room, left on the river bank, I directed Captain W. A. Warren, assistant quartermaster, to apply to Colonel R. Stewart, commanding 5th division of cavalry, military division Mississippi, and post, for a detail of men, to report immediately, and be worked in conjunction with three hundred of Captain Warren's laborers in loading the stores, day and night, on the boats and barges detained at the landing for that purpose.

The detail reported tardily, and worked as soldiers badly disciplined usually work.

Soon the river commenced rising, but slowly. I now made requisition on other officers for a further detail of five hundred men, and the day following for another five hundred. With these details I proceeded to transport all the stores on the bank at Chickasaw, distant about two miles from Eastport, and the only near landing accessible, and above high-water mark. On account of the back-water the stores could not be taken to the high hills in the rear of Eastport. Finding that my present strength of detail was insufficient to accomplish my purpose, I applied to Brevet Major General Wilson, commanding cavalry corps military division Mississippi, whose headquarters was twelve miles distant at Gravelly Spring, for an additional one thousand men, and stated in my application the apprehension I felt for the safety of forage, unless prompt and energetic measures were taken to remove it ere the river rose to too great a height.

I have no knowledge of that application being acted upon. Every effort was made by myself and the officers on duty in the quartermaster's department under me at Eastport to save all the property in jeopardy.

We had ample time to have removed every sack of grain and other articles of property, (that afterwards became lost,) and would have done so, I am assured, had the details of soldiers asked for reported promptly and worked industriously.

The department is greatly indebted to the foresight of Major General Thomas, in directing me to order up the wharf-boat Crescent City. Without it and its

ample means of storage, the loss of property would have been immense. The grain in best condition was removed to Chickasaw first; the worst was left to be handled last, and was lost.

After the river had risen to such a height as to submerge the grain, all attempts to remove it were abandoned. Even if we had not done so, and had succeeded in getting all or part of it away, it would have been useless for any purpose whatever.

A large portion of the corn received before my arrival and during my stay at Eastport was more or less damaged ere it left the depots on the Ohio river. I am of the opinion that it had been gathered and sacked before maturity. The sacking, too, had been improperly done.

The following statement of property lost to the government by this unparalleled overflow may be relied on as nearly correct:

Twenty thousand sacks of grain; twelve unserviceable wagons; ten unserviceable and serviceable ambulances; seventy-five worn-out wagon beds; a few old tents previously occupied by hired men of the quartermaster's department. Its estimated money value is one hundred thousand dollars (\$100,000.)

One hundred and forty-eight of the wagons that had been ten feet under water were recovered during my stay at the landing and shipped to Nashville. Many of the wagons and ambulances reported above as lost lodged in trees and driftwood, and could not at the time be got at. I have no doubt, however, but that subsequently upon the subsiding of the waters many of them were recovered.

At one time, about the 28th of February, the waters reached the unprecedented height of thirty (I think) feet above low-water mark.

On the 17th of March I applied to Brevet Major General Wilson, commanding the troops, for the convention of a board of survey to determine the exact amount of public property lost and damaged by the freshet and to fix the responsibility. Up to the time of my departure the board had not convened.

Although all the officers serving under me exerted themselves manfully to save the public property, one of them, Lieutenant Delos Allen, 119th Illinois volunteers and acting assistant quartermaster, is deserving of special notice. This young officer displayed the most untiring zeal and industry in this respect. He not only exposed himself day and night to the heavy rains that continued for days, deluging the surrounding country, but often times waded up to his middle in the water, compelling his men at the same time to follow him.

Feeling that my services as chief quartermaster of the army were no longer needed at Eastport, I left that place on the 19th following, and proceeded to report to the major general commanding at Nashville, arriving there on the 22d.

On the 2d of April, by verbal order of the major general, I went to Knoxville, Tennessee, and while there performed my duties as chief quartermaster of the army, then in active service in that section of East Tennessee, and also assumed charge of the depot of Knoxville and the more advanced one of Greenville. Nothing worthy of note occurred while on this duty, further than I made it my special duty to see to the well providing of the army with all its necessary wants.

Active operations ending in this quarter, I returned to Nashville on the 30th of same month. The 4th army corps, which had been lying in the vicinity of Nashville for some time, now refitted and paid off, was ordered to Johnsonville, Tennessee, to embark for New Orleans. I at once proceeded to Johnsonville to superintend the embarkation of the troops.

The corps took up its line of march for Johnsonville, by railroad, on the 15th of June. The means of transportation was limited to eight wagons and teams to every thousand men; altogether, the number of animals was thirteen hundred belonging to the command. Its brigade of artillery and wagon trains marched to the point of embarkation by land. The embarkation of the troops

having been completed by the evening of the 18th, on the following day I returned to my station.

The organization of the army of the Cumberland ceasing to exist, I was relieved of my duties with it by Special Order No. 2, headquarters military division of Tennessee, June 25, 1865, and directed to report to Brevet Major General J. L. Donaldson, chief quartermaster of the division, for further orders. This officer then directed me to report for duty to Major General George Stoneman, commanding department of Tennessee. I immediately assumed charge as chief quartermaster of that department.

Not being accountable for public property, with the exception of, at one time, some few articles of office furniture and clothing, camp and garrison equipage, I have none to report as lost, destroyed or captured by the enemy while under my direction. For the same reason, no property captured by our army has fallen into my hands. I may except some cotton, altogether about five hundred and eighty-five bales; which, being taken possession of from time to time by Major General Wilson's forces on their march to Macon, Georgia, &c., and shipped to me at Nashville, Tennessee, was immediately (as each lot arrived) turned over to the proper officer of the United States Treasury Department. I set down ninety-five thousand dollars (95,000) as its estimated value. The cotton in question has been duly accounted for on my property returns.

Statement of quartermaster's property for the fiscal year ending June 30, 1865.

Articles.	On hand July 1, 1864.	Received from officers during the year ending June 30, 1865.	Purchased during the year ending June 30, 1865.	Manufactured during the year ending June 30, 1865.	Captured, gained, taken up, &c., during the year ending June 30, 1865.	Total.	Issued and transferred during the year ending June 30, 1865.	Sold, died, lost, expended, &c., during the year ending June 30, 1865.	Total.	On hand June 30, 1865.
Books, memorandum....	3					3		3	3	
Corn, pounds	19, 145					19, 145	19, 145		19, 145	
Clips, letter	2					2	2		2	
Cotton, bales					585	585	585		585	
Desks, army	1					1	1		1	
Envelopes	1, 000					1, 000		1, 000	1, 000	
Inkstands	2					2	2		2	
Mucilage, bottles	8					8		8	8	
Oats, pounds	22, 962					22, 962	22, 962		22, 962	
Paper, cap, quires	10					10		10	10	
Paper, letter, quires	20					20		20	20	
Pens, steel, gross	3					3		3	3	
Press, printing	1					1	1		1	
Safe, iron	1					1	1		1	
Tape, red, rolls	1					1		1	1	
Twine, balls	2					2		2	2	
Type, pounds	46					46	46		46	
Table, field	1					1	1		1	

*Statement of clothing, camp and garrison equipage, for the fiscal year ending
June 30, 1865.*

Articles.	On hand July 1, 1864.	Received from officers during the year ending June 30, 1865.	Purchased during the year ending June 30, 1865.	Manufactured during the year ending June 30, 1865.	Captured, gained, taken up, &c., during the year ending June 30, 1865.	Total.	Issued and transferred during the year ending June 30, 1865.	Sold, died, lost, expended, &c., during the year ending June 30, 1865.	Total.	On hand June 30, 1865.
Axes	21					21	21		21	
Boots, cavalry, pairs	1					1	1		1	
Blankets, wool	24					24	24		24	
Drawers	1					1	1		1	
Flags, corps	1					1	1		1	
Flies, wall tent	9					9	9		9	
Flies, hospital tent	1					1	1		1	
Helves, axe	46					46	46		46	
Hatchets, camp	4					4	4		4	
Jackets, uniform	1					1	1		1	
Pans, mess	13					13	13		13	
Poles and pins, wall tent	9					9	9		9	
Poles and pins, hospital tent	2					2	2		2	
Poles and pins, bell tent	4					4	4		4	
Pickaxes	23					23	23		23	
Shirts, flannel	4					4	4		4	
Stockings	1					1	1		1	
Trowsers	1					1	1		1	
Tents, wall	6					6	6		6	
Tents, common	1					1	1		1	
Tents, hospital	1					1	1		1	
Tents, bell	4					4	4		4	

Statement of public moneys.

On hand July 1, 1864	\$6, 318 85
Received from officers during the year	296, 395 07
Received from Treasury Department during the year	
Received from sales of property and other sources during the year	
Total	302, 713 92
Expended during the year	\$4, 968 08
Transferred to other officers during the year	243, 512 61
Remaining on hand June 30, 1865	54, 233 23
Total	302, 713 92

The balance on hand is deposited as follows :

Assistant treasurer, New York city	\$52, 402 46
United States depositary, Louisville, Kentucky	158 64
In my hands	1, 672 13
Total	54, 233 23

Statement of property captured from the enemy, received by Colonel A. J. Mackay, assistant quartermaster, and its estimated value, during the fiscal year ending June 30, 1865.

585 bales of cotton, (estimated value \$95, 000,) captured by Major General Wilson's forces on their march southward, and shipped to me for disposition.

I am, general, very respectfully, your obedient servant,

A. J. MACKAY,

Colonel and Chief Quartermaster Department of Tennessee.

Brevet Major General M. C. MEIGS,

Quartermaster General U. S. Army, Washington, D. C.

A true copy:

JOHN V. FUREY,

Captain and Assistant Quartermaster.

No. 99.

MADISON, INDIANA, July 10, 1865.

GENERAL: In obedience to General Order No. 39, dated Quartermaster General's Office, Washington, D. C., July 1, 1865, I have the honor to make the following annual personal report. My last annual report was made at Louisville, Kentucky, December 1, 1864, for the year ending June 30, 1864. My being in the field, and not having access to my papers, prevented my sending it any sooner.

On the 1st day of July, 1864, in obedience to an order from headquarters department of the Gulf, I was at Madison, Indiana, engaged in correcting old accounts and awaiting orders from Washington.

On the 10th of August I received notice from the Secretary of War of my appointment as colonel and chief quartermaster, department of the Tennessee. I immediately wrote to you asking instructions. On the 29th of the month I received an order from the Adjutant General's office, dated August 25, 1864, directing me to report in person to Major General O. O. Howard, commanding the department of the Tennessee, and relieve Colonel J. D. Bingham.

On the 5th of September I started for Atlanta, arriving there on the 13th, and on the 14th I reported to Major General O. O. Howard, at East Point. Colonel Bingham had started north, passing me on the way, and left Captain J. T. Conklin, assistant quartermaster, acting chief quartermaster. I was immediately placed on duty, relieving Captain Conklin, who asked and obtained leave of absence for thirty days.

I was fully occupied to the close of that month clothing and equipping the army, clothing returned prisoners, and making changes in the personnel of the quartermaster's department, rendered necessary by the reorganization of the corps and the numerous leaves of absence granted to officers, from sickness and other causes.

The enemy having broken our line of communication, General Sherman started in pursuit. Early on the morning of October 4 the department headquarters broke camp at East Point, and, moving through Atlanta, crossed the Chattahoochee and went into camp near Vining's Station.

The urgency of pursuit compelled a forced march, for which the animals, having been for some time only fed with half-rations of grain and no hay, were but ill prepared. Added to this, the horrible condition of the roads, cut up in former campaigns and softened by late rains, caused the management of the

trains to be a task of difficulty. Many animals died from exhaustion and fatigue. It was estimated that in one corps (the 17th) above one hundred and fifty horses and mules were lost in that day's march. I took my station at the pontoon bridge on the Chattahoochee, and regulated the crossing of the trains, which was effected without accident. The night was dark, and it was a late hour as we wended our weary way to the encampment. Early next morning, October 6, we moved, passing through Marietta, and going into camp at Culp's farm, remained until the 8th. This period of rest was invaluable to the teams. I issued orders to the quartermasters to improve this and every opportunity for grazing the stock. We had no grain, but found good pastures. Subsequently, as the army advanced, we captured abundance of corn and fodder, and the stock improved rapidly in condition to the close of the campaign.

On the afternoon of October 8 we moved round to the north side of Kenesaw mountain, remaining until the 10th.

At 4 o'clock a. m., October 10, we started for Kingston, passing through Big Shanty, Acworth, Alatoona, and Cartersville; made thirty-one miles, and camped four miles from Kingston.

Next day marched to the music of the guns, passing through Kingston, and camping three miles out of Rome.

Next day started at 4 p. m. for Resaca; rode till after midnight, and camped in a field near the Gaines. Early next morning continuing the march, we passed through Calhoun, and went into camp late at night, on the banks of the Oostawoula river. Sharp fighting had been going on through the day, the enemy occupying the hill beyond Resaca in force; trains continued to arrive till midnight.

For the purpose of giving my more immediate and personal attention to the bringing up of the supply train, I at the time detached myself from the headquarters and travelled with the trains. The rapidity and length of the marches, the necessity of giving the road to the troops and artillery, the sometimes improper interference with trains by regimental and brigade commanders, and the eager desire of each train-master to push his own train ahead regardless of his time or right of road, rendered the conduct of the train a matter of great difficulty and arduous labor to myself and the corps and division quartermasters under me. I am happy to say that our efforts were successful, and when in camp at Little river, Alabama, the general commanding expressed his surprise and gratification at the manner in which the trains had kept up with the troops.

October 15, the enemy having been forced from Snake Creek gap, I moved the trains into and through the gap, continuing the march till after midnight. The scenery, as we emerged from the dark mountain gorges into the campaign country beyond, all flooded with the light of the full-moon, was beautiful and sublime.

October 16, moved early, passing through Dirttown valley, between Johnson's and Taylor's mountains. This valley was very fertile, abounding in supplies. Halted at Subligua four hours to allow the trains of the 23d corps to pass, then moved on to Villanow. Here I received orders from headquarters to organize a train consisting of the poorest animals and wagons, to send to Chattanooga with all spare baggage, &c. The next day was spent in organizing and despatching this train.

October 18, I brought up the supply train to the Chattanooga river, near Summerville. The troops were camped in and around Summerville. Next day forded the Chattanooga river, and moving through Summerville and Alpine, went into camp near Gaylesville. Supplies were very abundant, more than the army required being found.

October 20, we moved two miles, and were halted till afternoon. Here, in a farm-house, I found General Ransom lying at the point of death. He had followed the army in an ambulance, though urged and entreated by his friends

to stay in Marietta. Now he was quite unable to proceed, and being carried back to Rome on a litter, died on the way. He was an officer of fine promise, universally loved and admired for his amiable disposition, and his noble and indomitable spirit. He fell a sacrifice to his ardor and love for the service. In the afternoon we moved on, and passing through Gaylesville, I rejoined the camp at headquarters of the department, near Little river, Alabama. Here the pursuit of Hood's army ceased. Our army remained in camp until October 28. The interval was spent in procuring supplies of food and clothing from Rome. The army was further eliminated of all the surplus baggage, tents, worthless teams, unserviceable stock and spare artillery. A train was sent to Chattanooga with refugees, the sick, wounded, and prisoners. Thus was the army prepared for the subsequent "march to the sea," by stripping it of all its cumbrous material.

On the 28th of October I started on the return to Atlanta. The headquarters went into camp at Cedar bluffs, but the trains continued the crossing of the Coosa river all night. I had large fires lighted on each side to light up the pontoons. General Howard staid by the bridge till near midnight. Next morning we moved on to Willow Centres; the enemy's cavalry hovered around us all day, threatening the trains, and picking up stray foragers.

October 20, we marched to Cave springs, where we remained two days. From Cave springs, by way of Cedartown, Van Wert, crossing the Dugdown mountain, by Dallas and Powder springs, we returned to Smyrna camp ground. The weather was rainy and the roads bad, but the army moved by easy marches, and at the close of the campaign was in much better physical and moral condition than at the starting out. The colored pioneer corps of roadmen, organized by Lieutenant Colonel Fort, assistant quartermaster, and always kept at the head of his supply train, proved of incalculable benefit in the saving of mules, wagons, and time. Here at Smyrna camp ground the campaign ended.

General Howard wishing to reduce his camp, resolved to send his headquarters back to Louisville, and directed me to proceed there with Lieutenant Colonel W. T. Clark, assistant adjutant general, and establish a headquarters there. On the 7th of November I rode into Atlanta to prepare for the return north. A large amount of private baggage belonging to officers, as well as public stores, having accumulated in Atlanta, I directed Captain Kennedy, assistant quartermaster, to take charge of it and transfer it to Nashville.

I left Atlanta on the 8th of November, reaching Louisville on the 11th. At Louisville I opened an office, wrote my last year's annual report, and sent in estimates of clothing, &c., for the army of the Tennessee. Numerous claims being presented for payment, I appointed Captain A. G. Burr, assistant quartermaster, disbursing officer for the department.

On the 27th of December, I received orders to proceed with the headquarters to Savannah. I immediately went to New York to procure transportation. There were a large number of officers and men, and about twenty tons of freight. The steamship Cahawba was assigned me. On the 7th of January, 1865, we moved out into the river, and the next day put to sea. The passage was rough and the vessel, as I afterwards found, unseaworthy; but we arrived in safety at Beaufort, South Carolina. On reporting to General Howard, I was ordered to report to the Quartermaster General, then in Savannah. I proceeded in the steamer Crescent City, and reported accordingly. By you I was ordered to report to General Eaton, and by him to General Sherman, who placed me on his staff as chief quartermaster military division Mississippi, in the field.

General Sherman's army was now rapidly moving on its South Carolina campaign. The army of the Tennessee had gone by sea to Beaufort. The army of Georgia moved up the Savannah river, to cross at Sisters' ferry.

On the 23d of January, I proceeded with the military division headquarters, to Beaufort, South Carolina.

January 27, marched to Pocotaligo, a distance of twenty-two miles. The road, lying through some of the worst swamps of South Carolina, had to be corduroyed nearly half the distance. We went into camp at Elliott's plantation, and remained there till the 1st of February. Here I wrote up and mailed my January reports. On the morning of the 21st we moved, travelling with the 15th corps. We marched this day twenty-three miles, going into camp at Hickory Hill Post Office. Some skirmishing occurred on the front; a private and a lieutenant being killed.

February 2.—Marched to Duck creek, ten miles; more skirmishing; several men killed on both sides; next day remained in camp awaiting the army of Georgia to close up.

February 4.—Marched to the Salkehatchie; camped near Buford's bridge. General Howard having fought his way across at Binnaker's bridge, this strong point was abandoned without a struggle; we had, however, to rebuild the causeway across the marsh that borders the river; this causeway, two miles in length, and containing twenty-seven small bridges over the little runs of the marsh, was built between 4 o'clock in the afternoon and the following morning. Next day we moved across the river, and camped at Buford's bridge.

February 6.—Marched eleven miles; camped at Dr. Fishburn's plantation, at the crossing of the Little Salkehatchie; the enemy fought three hours and burnt the bridge; a new bridge was soon built; beyond the bridge the trains were compelled to pass through water for nearly two miles, to the depth of from two to four feet.

February 7.—Marched into Bumbay, five miles; this was a nice, thriving town on the Charleston and Augusta railroad. The 15th corps was busy tearing up the railroad as we entered; the last train to Charleston passed about 4 o'clock that morning. In Bumbay we found an immense quantity of cotton, which was burned.

February 9.—Marched to Walker's plantation, distance ten miles; here we remained one day, while the troops were completing the destruction of the railroad.

February 11.—Marched twenty miles, crossing the Edisto; encamped at Poplar Springs.

February 12.—Moved early on the "96" road; halted till afternoon, near the North Edisto; a severe fight took place, which ending in the rout of the foe, two pontoon bridges were thrown across, and about 6 o'clock the crossing commenced, and continued all night; I remained at the bridge till near midnight, then rode out to camp. The concentration of the army at the bridge gave me an opportunity of seeing the captured horses and mules, ridden by foragers, and it was with surprise I noted the great number already captured.

February 18.—Marched seventeen miles to Blum creek; our route lay over a sandy ridge between Caw creek and Lumber creek; the ridge being covered with a turpentine timber, which was set on fire by our soldiers; our trains were at one time in danger of being burned.

February 14.—Marched seven miles; camped in a pine grove.

February 15.—Marched seven miles to near Congaree creek; witnessed a charge by a division on the enemy, who fled over the creek, leaving the bridge unburned; they had strong works on the opposite bank, but did not occupy them.

February 16.—Marched across a broad plain, opposite Columbia; camped near the Saluda river.

February 17.—Crossed the Saluda and Broad river on pontoon bridges; while laying the second pontoon, word came that Columbia had surrendered to our skirmishers. I had the honor of accompanying General Sherman in his triumphal entry into the city; I was ordered by the general to hunt up valuable machinery, especially lathes, and take charge of captured property; I entered upon this duty, and found large and valuable stores. The great fire, however

destroyed most of them, to the great loss and detriment of the government. At the depot a large quantity of grain was found and secured; mills were occupied, and flour and corn meal ground for the troops and indigent citizens. When we left the city these mills were spared from the general destruction, and turned over to the citizens, with a quantity of corn, to save them from starvation. The next three days were spent in destroying public buildings, including the gas-works, depot, arsenal, &c.; in the arsenal immense quantities of ammunition were found; the latter were carried down to the river and thrown in; a pile of it unfortunately exploded, causing the death of some twenty men. Many escaped prisoners, both officers and privates, joined us here with the most extravagant demonstrations of joy. In regard to the fire in Columbia, I will say that, although its origin cannot be clearly ascertained, and our generals and officers used every exertion to subdue it, I cannot but look upon it as a just and righteous retribution upon the citizens for the unexampled malignity they have ever displayed towards the government. Here the ordinance of secession was hatched; and long before the war a northern lady teacher was tarred and feathered; a number of Germans served the same way, while the escaped prisoners all tell the same tale of villanous treatment.

February 20.—Marched out of Columbia, and proceeded up the Charlotte and Columbia railroad ten miles; camped by a saw-mill.

February 21.—Marched fifteen miles to Winsboro'; a rebel woman set fire to her store, filled with cotton, and destroyed two or three blocks before the troops entered; the 14th corps entering first, put out the fire, and appropriated the large amount of supplies found there.

February 22.—Marched twenty miles to Rocky Mount; camped on the Berkeley place; the roads were fair, and the country rich and plentiful in supplies; troops crossed the Cahawba river by night on a pontoon bridge five hundred and fifty feet long; we remained in camp the next day; the trains of the 20th corps crossing all day, and the cavalry all night. Heavy rains fell all day and night, which rendered the steep hills leading to and from the pontoon all but impassable.

February 25.—Crossed the Cahawba, and marched eight miles.

February 26.—Marched eight miles to Hanging Rock; remained there the next day waiting for the 14th corps to cross the Cahawba river; a freshet had broken the pontoon and caused delay. General Sherman ordered all the wagons not over by the next morning to be burned; General Jefferson C. Davis, by making great exertions, saved the train. Large numbers of valuable horses and mules were found concealed in the swamps and glens of this region, as well as caches of food and clothing.

February 28.—Marched ten miles, crossing Little Lynch creek; camped at Widow Clyburne's house; roads quicksand, worse than any I had seen.

March 1.—Marched ten miles, crossed Big Lynch creek; camped on Brewer's farm, on the right wing; refugees from Charleston and Columbia crossed the line of march, and fifty wagons were captured.

March 2.—Made a forced march of some twenty miles to Chesterfield Court House, hoping to save the bridge over Thompson's creek, but it was burned; next day remained in Chesterfield, waiting for the 14th corps to close up.

March 4.—Moved twelve miles to Chuato; found General Blair in possession, with large captures of supplies, including corn and provisions, which were distributed to the troops.

March 6.—Moved across the Pedee river and camped two miles beyond. A terrible explosion took place on the brink of the river, where powder had been carried and thrown into the water, that shook the earth for miles around. General Howard's headquarters train was near, waiting to cross the pontoons; it stampeded to the woods, killing one teamster and breaking wagons and harness.

March 7.—Moved twelve miles and camped in a pine grove.

March 8.—Moved eleven and a half miles; roads sandy, but good; light rain. Crossed the Wilmington and Charleston railroad; entered the State of North Carolina. Went into camp at Laurel Hill.

March 9.—Moved fourteen miles to Bethel church. Crossed the Lumber river on a pontoon; entered the Big Raft swamp. Trains could not get up by night, and the general and staff slept in the church. The supply trains were scattered along the road clear back to Laurel Hill. All the available troops were employed in making roads. Next day we remained in camp waiting for the trains to close up.

March 11.—Entered Fayetteville amid loud cheers from the 14th corps, which being the first to enter, held the place. Made the distance, twenty-six miles, by noon. Trains did not get in till night. Took up quarters in the arsenal; found several hundred bags of corn and some hay there. Remained in Fayetteville till the 14th. The public buildings were destroyed. Mills were used to grind corn and wheat for the troops. A gunboat from Wilmington arriving, brought the first direct news from the north since leaving Pocotaligo. Transports came up, bringing oats. Shoes and socks would have been more acceptable, and word was sent down to procure clothing and hard bread, sugar and coffee. The boats were sent back laden with the sick and wounded.

March 14.—Crossed Cape Fear river and camped two miles beyond. I established a landing at the river, expecting more supplies. The Benton arrived, laden with shoes, pants, and hard bread. I directed Lieutenant Colonel Fort to take the clothing and distribute equally to the 4th corps. The hard bread I turned over to Colonel Carpenter.

March 15.—Moved with the left wing fourteen miles on the Wilmington plank road to Silver run.

March 16.—Moved five miles. Came upon the enemy in a strongly fortified position. They fought with great fury, and being driven from one line of works, fell back to another, which they held till night, when they decamped. This day, while standing with the general and staff a little behind the front, when the battle was raging furiously, a canister shot dropped in among us, sending a shower of leaden balls around. No one, however, was hurt, and the only notice taken was by moving a few rods on one side, to be out of range. The losses on each side this day must have been nearly 600.

March 17.—Moved about two miles. Built a log bridge across Black river, which was much swollen by the rains. Alfred Rhett, a rebel colonel of artillery, was captured and brought to headquarters this morning.

March 18.—Marched eleven miles; roads bad and creeks high. Crossed Beaver Dam creek. Foraging very plentiful. Skirmishing in the advance all day.

March 19.—Moved with the 17th corps on the Goldsboro' road; made fifteen miles; crossed Falling creek. Trains did not get up, being stuck in the swamps. The general and staff were indebted to General Howard and staff for supper and bed. Camped near the cross-roads leading to Cox's bridge, on the Neuse river. Heavy fighting was heard on our left all day. It was, as we learned at night, a desperate attempt of Johnston to crush the left wing by falling upon it with his whole army. All this day the woods on our left were swarming with rebel cavalry. The trains at times were severely threatened. Many small foraging parties were captured; but supplies were never so abundant.

March 20.—Moved early. The right wing moved up the Neuse river some ten miles and fell heavily on Johnston's rear. I rode with the general to the scene of conflict. The battle raged fiercely. Lines of works were taken and retaken. Thousands of our men fought through the timber and brush barefooted; but the greatest spirit of cheerfulness and resolution seemed to animate

the men. At night the balance of advantage was in our favor. The firing continued briskly all night.

March 21.—We had expected to be in Goldsboro' to-day, and there clothe the army anew. This desperate attack of Johnston's prevented it; and as this morning the fighting was renewed with great ardor, it seemed uncertain when we would get there. The general therefore directed me to proceed to Kingston and forward shoes, socks, and hard bread to the army without delay. In company with Colonel Remick, chief commissary, I proceeded to Kingston, reaching there by the afternoon of the 22d, distance fifty miles. Orders were issued to all the corps quartermasters to unload their supply trains at specified depots and send them at once to Kingston. At Kingston I found supplies already arrived by barges from Morehead City.

March 23.—Large trains from the army having reported, those of the 17th corps were loaded up and ready to start by night. Next day the trains of the 14th and 11th were got off and the 20th reported. By the 25th I had sent to the army 43,000 pairs of bootees, 21,000 pairs of socks, 28,000 shirts, 12,000 pairs of drawers, 13,000 pairs of pants, with a large quantity of other articles. In addition to which, heavy commissary supplies were sent forward.

March 28.—General Sherman passed down on the first through train from Goldsboro' to Morehead City. I commenced sending supplies to Goldsboro' by rail; but as the amount of rolling stock was very limited I thought it best to keep the wagon train still running. I remained in Kingston until the 30th, when I went up to Goldsboro'. Captain S. W. Hoskins, assistant quartermaster, was left in charge of clothing and quartermasters' stores; Captain R. W. Clark, assistant quartermaster, in charge of forage; and Lieutenant Hibbard, acting assistant quartermaster, in charge of railroad transportation.

April.—I entered on duty at Goldsboro' in charge of depot, regulating the railroads, the distribution of supplies, and other matters. By your direction I had a lot of machinery, with engines and boilers, &c., complete for sash, door and blind manufacturing, taken down and sent to Morehead City. Captain H. B. Whetsel, assistant quartermaster, performed this duty; and that being completed, I put him in charge of forage. Captain Justin Hodges, assistant quartermaster, was, by order of General Easton, placed in charge of clothing, camp and garrison equipage, and quartermaster's stores. The increased amount of business devolving on this office precluded that method and order so necessary to correctness in accounts; but the short period of stay rendered it impracticable to make any change. Lieutenant John McWilliams, regimental quartermaster 129th Illinois, having been detailed and reported for duty, I placed him in charge of all unserviceable and abandoned property.

April 10.—The army again took the field, headquarters military division moving with the 14th and 20th corps, skirmishing on the advance all day; made eleven miles and camped on Raccoon and Moccasin swamps.

April 11.—Marched eleven miles to Smithfield. Found the bridge over the Neuse still burning and the enemy in sight on the opposite bank. Smithfield was a town of local importance, and boasting a court-house, jail, and stocks and whipping-post. Negroes reported that Union soldiers had been whipped at the latter; it was therefore burned. By night a pontoon bridge was completed across the Neuse river.

April 12.—Early this morning news was received of Lee's surrender. About noon we crossed the Neuse and marched to Gully Station. A deputation arrived from Raleigh to confer with General Sherman on the surrender of the city and other matters.

April 13.—Marched fourteen miles into Raleigh; here I lodged in Governor Vance's palace. In Raleigh I found large quantities of fodder. The passenger depot was burned by Wheeler's men; shops, round-house, &c., saved. By direction of General Sherman

of the railroad; I found three locomotives, some eighty or ninety box and platform cars, quantities of railroad iron and valuable bridge timber. The superintendent and foreman offering their services, I directed them to assemble all the employes of the railroad they could find and set them to work. They gladly came forward, and by the afternoon of the 14th I had sent a train to the Neuse river (where Colonel Wright was making a bridge) loaded with bridge timber and iron rails. Another locomotive was sent forward, communicating with General Kilpatrick in the advance, and bringing back cars and stores captured from the retreating foe.

April 15.—I accompanied Major McCoy to communicate with General Johnston. A letter had been sent through Kilpatrick's headquarters, the day before, by General Sherman, but from some mistake it had not been delivered. This caused some delay. After night, as we were running from Page's Station to Durham, a torpedo exploded under the tender, but did little damage. Fearing more, we returned to Page's Station, and leaving the major there, I returned to Raleigh.

April 16.—I ran up the railroad to Durham Station, stopping for Major McCoy on the way. A message was received asking an interview between Johnston and Sherman. This was granted and arranged to take place the next day.

April 17.—I accompanied General Sherman and staff to the first conference with Johnston. A good passenger car bore us to Durham Station; thence we rode on horseback, escorted by General Kilpatrick and his body-guard.

April 18.—I went to the second interview. Returned to Raleigh by 7 p. m., and 11 p. m. despatched a special train carrying Major Hitchcock with despatches for Washington. An agent having been sent by Colonel Wright to take charge of the railroad, I turned over all pertaining to it to him. Captain H. B. Whetsel, assistant quartermaster, was placed by me in charge of railroad transportation; Captain F. C. Butze, in charge of houses and buildings; Captain A. M. Garoutte, assistant quartermaster, in charge of corrals and workshops. A quantity of light-house property being found in the capitol, I directed Captain Isenstein, assistant quartermaster, to take charge of it, have it carefully packed, and shipped to care of Captain J. D. Treadway, at Morehead City. At your request I sent a list of fourteen questions (calling for information in regard to transportation) to the corps quartermasters. From only one did I receive any reply. I found it very difficult to get reports on this campaign, the excuse being that, under orders, they had left all their desks and clerks behind at Savannah, and could not make them. One exception to this was Lieutenant Colonel G. L. Fort, chief quartermaster 15th army corps, whom I ever found an earnest, faithful, and zealous officer, ready and willing to obey orders as far as possible. His reply to these questions I append to this report. On the 20th of April trains loaded with provisions and oats commenced arriving from Morehead City. The stopping of all foraging on the country, rendered this a matter of great interest. It being decided to march through to the north, you directed me to purchase forage of the citizens on the route; and as the armies would travel on different roads, I was assigned to the duty of purchasing for the army of the Tennessee. It was your wish that no claims should be left unsettled. In order more fully to carry out your wishes, I appointed Captain A. S. Flagg, assistant quartermaster, to disburse for the 17th corps, and B. Whetsel for the 15th. Blank receipts were printed; these were given to the disbursing officers, and distributed to the officers in charge of the forage. On taking forage, filled in the quantities, countersigned by the citizens, with instructions to follow the army to the disbursing officer for payment. On being made and paid. The division quartermaster took the receipts for the forage. This plan worked well. Very few claims were made, and those only through the neglect of the holders

to present them for payment. The disbursing officers frequently waited at camp three or four hours after the headquarters moved, to afford time for the parties to come up. I cannot leave this subject without speaking a word in praise of those two officers, Captains Flagg and Whetsel, whom I ever found industrious, diligent, and faithful in the discharge of every duty.

April 30.—Commenced the homeward march, General Sherman and staff having gone home by sea. I found my camp, with the headquarters military division train and escort, under care of Lieutenant E. C. Homer, acting assistant quartermaster, and camped each night near General Blair's headquarters. This day we marched thirteen miles. Camped at the house of Mr. Dunn, superintendent of the Raleigh and Gaston railroad.

May 1.—Marched twenty-one miles, crossing Tar river; camped one mile beyond.

May 2.—Marched twenty-four miles; camped at Ridgeway Station. Found supplies more plentiful since crossing the Tar river. The citizens in general were glad to sell, but there were some exceptions in the case of wealthy planters, who refused to sell to officers for mess supplies out of their abundance of farm produce. This section of country had scarcely felt the war, and the planters were insolent, declaring their intention to hold and whip their slaves as of old. The negroes flocked to the camps, asking advice. They were not permitted to come along, but were advised to remain and wait patiently the enforcement of the law which made them free.

May 3.—Marched fourteen miles; went into camp near the Roanoke, at Robinson's ferry. The pontoons of the 15th and 17th united were too short to span this broad river; a trestle road was built out into the shallow water about one hundred feet, some pirogues and flat-boats were found and used, and so the bridge was pieced out. The entire length was sixty-four feet. Lumber was hauled from a saw-mill five miles distant.

May 4.—Moved late in the afternoon, crossed the Roanoke, and entered Virginia; marched ten miles and camped near White Plains.

May 5.—Left camp at 4.30 a. m.; crossed the Meherrin river at Pennington's bridge; marched twenty-four miles.

May 6.—Moved at 5 a. m.; marched twenty-eight miles; crossed Nottaway and Stone rivers; struck the Boydton plank road; passed Dinwiddie Court House, and went into camp about two miles beyond.

May 7.—Left camp at 5 a. m.; marched into Petersburg; camped at General Ewell's old headquarters; found forage there, and directed the quartermasters to procure supplies.

May 8.—Left Petersburg at 4 p. m.; marched eight miles and camped.

May 9.—Arrived at Manchester at 10 a. m.; camped by the mills near the pontoons. General and staff came up from City Point and joined camp.

May 11.—Broke camp at 8 a. m.; rode with the general as he reviewed the troops of the 14th passing through Richmond. March twenty miles, crossing the Chickahominy and camping near Hanover Court House; rained heavily at night.

May 12.—Remained in camp till afternoon, waiting the roads to dry. Crossed the Pamunky river on a pontoon bridge. The river was rising rapidly and flooding the bottom; delayed the trains of the 14th corps; made seven miles and camped one-half mile beyond Concord church.

May 13.—Marched seventeen miles to Childsburg.

May 14.—Marched at 4.30 a. m.; marched sixteen and a half miles; forded Po river, which swam our horses; built a log bridge across for the trains; camped at Spottsylvania Court-House.

May 15.—Rode with the general and staff over the battle-grounds; also over Chancellorsville; camped on Marye's heights. In the evening, visited the city; it looked desolate. I found among the inhabitants an intense bitterness of

feeling and hatred of the government, with a disposition to boast of their former victories and that of opportunities yet to come.

May 18.—Marched twenty-four miles; all suffered much from the intense heat; halted at noon near Pohiek church; camped within six miles of Alexandria.

May 19.—Marched through Alexandria, and camped two miles beyond; found General Webster already encamped with the rest of the staff, headquarters, property, &c., from Savannah; remained there till May 22, when the command passed through Washington and camped near the Finley hospital.

May 23 and 24.—Attended the grand review of the armies in Washington; the balance of the month was spent in closing up accounts with quartermasters about to leave.

On the 27th of May I received from General Thomas a leave of absence for thirty days, with orders to report at its close to the headquarters military division of Mississippi wherever it might be.

On the 29th of May I started for home. In the latter part of June I received orders from General Sherman to meet him at Louisville on the 4th of July, to proceed with him to the headquarters at St. Louis.

The above report is respectfully submitted.

M. C. GARBER,
*Colonel and Chief Quartermaster Military Division
of the Mississippi, in the field.*

Brevet Major General M. C. MEIGS,
Quartermaster General, Washington, D. C.

A true copy :

JOHN V. FUREY,
Captain and Assistant Quartermaster.

[Extract.]

INDIANAPOLIS, *July 25, 1865.*

DEAR SIR: I take pleasure in recalling the valuable services you rendered me and the army during our eventful march from Savannah to Goldsboro', and thence to Raleigh and Washington, and to express my great confidence in your business qualifications and ability. I hope you will enjoy health and prosperity, and live long to enjoy the peace and security you aided to establish for our common country.

I am truly your friend,

W. T. SHERMAN, *Major General.*

Colonel M. C. GARBER,
Quartermaster's Department.

A true copy :

JOHN V. FUREY,
Captain and Assistant Quartermaster.

OFFICE OF CHIEF QUARTERMASTER 15TH ARMY CORPS,
Raleigh, North Carolina, April 28, 1865.

COLONEL: In obedience to your order of yesterday, I have the honor to report the assignment of wagons, ambulances, &c., of the 15th army corps:

1. Enlisted men and officers in the corps.....	21,000
2. Number of regiments in the corps	60
3. Total number of wagons in the corps	603
4. Ambulances in the corps.....	150
5. Wagons employed by regiments.....	60

6. Wagons for four batteries of artillery	4
Wagons for corps headquarters	10
Wagons for 4 division headquarters	12
Wagons for 11 brigade headquarters	22
7. None loaded exclusively with hard bread.	
8. Wagons used for commissary stores of all kinds	252
9. Wagons used for quartermasters' stores of all kinds, including forage	19
10. Wagons used for wheelwrights', blacksmiths' and saddlers' tools ..	4
Wagons loaded with axes, picks, spades, shovels, and other pioneer tools	21
11. No wagons assigned for forage except those above mentioned for quartermasters' stores. From two to four sacks transported in wagons used for commissary and ordnance stores.	
12. Wagons used for ordnance stores	149
13. None used for transporting pontoons.	
14. Wagons used for hospital purposes	42

I am, colonel, very respectfully, your most obedient servant,

G. L. FORT,

Lieut. Colonel and Chief Quartermaster 15th Army Corps.

Colonel M. C. GARBER,

Acting Chief Quartermaster Mil. Div. Mississippi.

A true copy:

JOHN V. FUREY,

Captain and Assistant Quartermaster.

Statement of public moneys received, transferred, &c., by Colonel M. C. Garber, chief quartermaster military division of the Mississippi, in the field, during the fiscal year ending June 30, 1865.

On hand July 1, 1864	\$635 35
Received from officers during the year	143, 159 85
Received from the Treasury Department	44, 391 00
	188, 186 20
Expended during the year	\$10, 436 24
Transferred to other officers during the year	162, 708 84
Remaining on hand June 30, 1865	15, 041 12
	188, 186 20

The balance is in drafts and United States treasury notes, and is deposited in the First National Bank at Madison, Indiana.

I certify that the above statement is correct.

M. C. GARBER,

Colonel and Assistant Quartermaster.

A true copy:

JOHN V. FUREY,

Captain and Assistant Quartermaster.

No. 100.

ASSISTANT QUARTERMASTER GENERAL'S OFFICE,
Cincinnati, Ohio, July 18, 1865.

GENERAL: In compliance with General Orders No. 39, from your office, of July 1, 1865 I have the honor to report that from the 1st of July, 1864, to June 30, 1865, I have been on duty as assistant quartermaster general, with my headquarters in Cincinnati, Ohio. I have not personally had charge of any clothing, or other public property, the chartering or building of steamboats, construction of railways, or transportation of troops or supplies. A statement of the public moneys received and transferred during the year is herewith. The annual report called for by your General Order No. 29, July 6, 1864, was mailed on the 20th of August last.

Very respectfully, your obedient servant,

THOMAS SWORDS,
Assistant Quartermaster General.

General M. C. MBIGS,
Quartermaster General U. S. A., Washington, D. C.

A true copy :

JOHN V. FUREY,
Captain and Assistant Quartermaster.

Statement of public moneys received and transferred during the year.

On hand July 1, 1864.....	\$50, 459 07
Received from officers during the year.....	274 70
Received from the Treasury Department during the year...	17, 433, 340 00
	17, 484, 073 77
Transferred to other officers during the year.....	\$17, 402, 501 95
Remaining on hand June 30, 1865.....	81, 571 82
	17, 484, 073 77

The balance on hand is deposited as follows :

Louisville United States depository	\$50, 000 00
Cincinnati United States depository.....	29, 179 92
New York city, assistant treasurer.....	2, 391 90
	81, 571 82

A true copy :

JOHN V. FUREY,
Captain and Assistant Quartermaster.

No. 101.

ASSISTANT QUARTERMASTER GENERAL'S OFFICE,
Philadelphia, July 28, 1865.

GENERAL: I have the honor to enclose herewith a statement of public money received, expended, transferred, &c., at Philadelphia, on account of clothing and equipage of the army, by me during the months of July and August, two

months of the fiscal year ending June 30, 1865, in compliance with General Orders No. 39, Quartermaster General's office, Washington, D. C., July 1, 1865, with a note of my duties since 27th of August, 1864.

I am, general, very respectfully, your obedient servant,

G. H. CROSSMAN,

Assistant Quartermaster General U. S. A.

Major General M. C. MEIGS,

Quartermaster General U. S. A., Washington, D. C.

A true copy:

JOHN V. FUREY,

Captain and Assistant Quartermaster.

Statement of public money received, expended, transferred, &c., at Philadelphia, Pennsylvania, on account of clothing and equipage of the army, by Colonel George H. Crossman, assistant quartermaster general United States army, during the months of July and August, two months of the fiscal year ending June 30, 1865, in compliance with General Orders, No. 39, Quartermaster General's office, Washington, D. C., July 1, 1865.

DR.		CR.	
Amount on hand June 30, 1864	\$305,385 10	Amount expended during two months of the year 1864.....	\$5,707,564 62
Amount received from officers during two months of the year 1864.....	4 74	Amount transferred to other officers during the same period.....	566,713 93
Amount received from the Treasury Department during the same period.	5,948,972 00		
Amount received from sales of property and other sources during the same period	19,916 71		
	6,274,278 55		6,274,278 55

G. H. CROSMAN,

Assistant Quartermaster General United States Army.

PHILADELPHIA, July 27, 1865.

NOTE.—Since my temporary relief by Colonel Perry, on the 27th August, 1864, I have been engaged under the previous instructions of the Quartermaster General in preparing matter for the publication of a manual for the Quartermaster's department, and, also, in the settlement of my accounts with the treasury. G. H. C.

A true copy:

ROBERT G. STAPLES,

Captain and Assistant Quartermaster.

No. 102.

OFFICE OF ARMY CLOTHING AND EQUIPAGE,

New York, July 15, 1865.

GENERAL: In compliance with General Orders, No. 39 from your office, I have the honor to report, that during the fiscal year ending June 30, 1865, I was on duty in this city, in charge of the depot of army clothing and equipage, providing supplies for the army.

I respectfully submit herewith a statement of public moneys which have come into my hands during the past year.

The duties performed by me do not make it necessary to render the other statements described in the order referred to. My assistant, Captain Darrow, will render a statement of funds and a statement of the quartermasters' property which he has been accountable for. Captain R. M. Potter will send a statement of clothing and equipage which has passed through his hands.

My last report, for the year ending June 30, 1864, was forwarded to you on the 25th of August, 1864.

I am, general, most respectfully, your obedient servant,

D. H. VINTON,

Colonel and Deputy Quartermaster General.

Major General M. C. MEIGS,

Quartermaster General U. S. A., Washington, D. C.

True copy :

JOHN V. FUREY,

Captain and Assistant Quartermaster.

Statement of public moneys on account of the Quartermaster's department which have come into the possession of Colonel D. H. Vinton, deputy quartermaster general United States army at New York city, during the year ending June 30, 1865.

On hand July 1, 1864.....	\$785,013 69
Received from officers during the year.....	.....
Received from Treasury Department during the year.....	\$33,845,007 25
Received from sales of property and other sources during the year.....	7,490 17
Total	34,637,511 11
Expended during the year.....	\$2,226,629 76
Transferred to other officers during the year.....	32,410,881 35
Remaining on hand June 30, 1865.....	.....
	34,637,511 11

D. H. VINTON,

Colonel and Deputy Quartermaster General.

OFFICE OF ARMY CLOTHING AND EQUIPAGE,

New York city, July, 1865.

True copy :

JOHN V. FUREY,

Captain and Assistant Quartermaster.

No. 103.

DEPUTY QUARTERMASTER GENERAL'S OFFICE,
San Francisco, Cal., August 16, 1865.

GENERAL: In obedience to General Orders No. 39, July 1, 1865, from the Quartermaster General's office, I have the honor to enclose a report of my money transactions for the year ending June 30, 1865.

My last annual report was forwarded October 1, 1864. My duties during the past year have been confined to this immediate station. The constant supervision of some forty-five posts, widely extended over an area of 1,500 by 600 miles, has left me no time for visiting any of the outposts in the department. Transportation of army supplies up and down the coast, up the Columbia, Colo-

rado, and other navigable rivers, upon or near which we have military posts, is furnished promptly by the different lines of steamers and sail-vessels, including our own excellent brig General Jesup. It is but necessary to say that the water transportation has been chiefly under the supervision of Major Kirkham, quartermaster, to indicate that it has been promptly and efficiently performed, and with a constant reference to all practicable economy. Our land transportation has been performed in part with our own six-mule teams and army wagons, in small part (as in the mountainous portions of the Humboldt district) by pack-mule trains, and upon the longer and principal routes by contract. Forage supplies in Arizona and Nevada during the past year have been very limited and the price very high. In most other portions of the late department of the Pacific they have been abundant and much more reasonable in price. At the present period forage of all kinds, except on the extreme frontiers, is one hundred per cent. lower than I ever before knew it to be in the department of the Pacific. We are sufficiently provided with all necessary quartermasters' stores. Excepting in some few articles our supply of clothing is ample to meet our wants until the receipt of our annual supply from the east in October. The exceptions can be purchased here on very favorable terms. I have been greatly aided and the government greatly benefited by the receipt of funds upon back estimates up to the 28th of February last inclusive, by which many old claims were paid off, the credit of the government better sustained, and purchases made on better terms for cash. Owing to the very considerable appreciation of "legal tenders," I have been able to pay all claims three months ahead of my received estimates, and have been able to omit my estimate for funds for the month of August instant. (See my letter of July 10, 1865.) In consideration of the prospect of active service among the Indians in parts of Nevada and Idaho, but especially in Arizona, I respectfully suggest the expediency of forwarding the amount of my estimates for March and April at an early date.

Respectfully submitted.

Your obedient servant,

E. B. BABBITT,

Colonel and Chief Quartermaster.

Major General M. C. MEIGS,

Quartermaster General U. S. A., Washington City, D. C.

A true copy:

JOHN V. FUREY,

Captain and Assistant Quartermaster.

Statement of public funds received and expended on account of the Quartermaster's department during the fiscal year ending June 30, 1865, by Colonel E. B. Babbitt, chief quartermaster, department of the Pacific, San Francisco, California, made in compliance with General Orders No. 39, Quartermaster General's office, Washington, July 1, 1865.

On hand July 1, 1864 .....	.....
Received from officers during the year.....	\$24, 331 00
Received from the Treasury Department during the year.....	6, 340, 024 00
	6, 364, 355 00
Expended during the year.....	\$10, 714 26
Transferred to officers during the year.....	5, 467, 022 20
Remaining on hand June 30, 1865.....	886, 618 54
	6, 364, 355 00

The balance on hand is deposited as follows, viz :

In the hands of the assistant treasurer of the United States San Francisco, California.....	\$871,648 76
In the hands of the assistant treasurer of the United States at New York.....	14,703 12
In my hands.....	266 66
	886,618 54

E. B. BABBITT,
Colonel and Chief Quartermaster.

CHIEF QUARTERMASTER'S OFFICE,
San Francisco, Cal., August 15, 1865.

A true copy :

JOHN V. FUREY,
Captain and Assistant Quartermaster.

No. 104.

QUARTERMASTER'S OFFICE,
New York, September 22, 1865.

GENERAL: In compliance with General Orders No. 39, current series, from your office, I have the honor to transmit herewith the following statements, viz :

Statement of public moneys received and transferred by me, Captains F. J. Crilly, C. H. Peck, (resigned,) and W. H. Bailhache, (resigned,) while stationed at New York.

Statement of quartermasters' property purchased, transferred, &c., by Captains F. J. Crilly, C. H. Peck, (resigned,) W. H. Bailhache, (resigned,) and A. S. Kimball.

Statement of amount paid on account of rail, river, stage, and wagon transportation by Captains F. J. Crilly, C. H. Peck, (resigned,) W. H. Bailhache, (resigned,) and W. W. Van Ness.

Statement of amount paid on account of ocean and lake transportation by Captains F. J. Crilly, C. H. Peck, (resigned,) W. H. Bailhache, (resigned,) and W. W. Van Ness.

Statement of stores transported under my direction.

Of forms B, E, and F, I have no statements to make.

I am, general, very respectfully, your obedient servant,

STEWART VAN VLIET,
Brevet Brig. Gen. and Quartermaster U. S. A.

Major General M. C. MEIGS,
Quartermaster General U. S. A., Washington, D. C.

A true copy :

JOHN V. FUREY,
Captain and Assistant Quartermaster.

Statement of public moneys received and transferred by Brevet Brigadier General Stewart Van Vliet, quartermaster United States army, in the fiscal year ending June 30, 1865.

On hand July 1, 1864.....	\$476 10
Received from officers during the year.....	6,651 96
Received from Treasury Department during the year.....	20,271,193 78
Received from sales of property and other sources.....	75,581 19
	20,353,903 03

Expended during the year.....	\$4,752 27
Transferred to officers during the year.....	20,165,410 33
Remaining on hand June 30, 1865.....	183,740 43
	20,353,903 03

The balance on hand was deposited as follows :

In sub-treasury, New York city.....	\$164,774 20
In office safe.....	132 86
In First National Bank, Philadelphia.....	18,833 37

STEWART VAN VLIET,
Brevet Brig. Gen. and Quartermaster U. S. A.

QUARTERMASTER'S OFFICE,
New York, September 22, 1865.

A true copy :

JOHN V. FUREY,
Captain and Assistant Quartermaster.

Statement of public moneys received, transferred, and expended by Captain F. J. Crilly, assistant quartermaster, during the months of July, August, September, and part of October, 1864, while at New York city, under the direction of Brevet Brigadier General Stewart Van Vliet, chief quartermaster department of the east.

On hand July 1, 1864.....	\$3,359 20
Received from officers	4,269,303 74
Received from Treasury Department .....	.....
Received from sales of property and other sources	6,337 66
	4,279,000 60
Expended	\$4,276,648 55
Transferred to officers	2,352 05
Remaining on hand.....	.....
	4,279,000 60

STEWART VAN VLIET,
Brevet Brigadier General and Quartermaster.

QUARTERMASTER'S OFFICE,
New York, September 22, 1865.

A true copy :

JOHN V. FUREY,
Captain and Assistant Quartermaster.

Statement of public moneys received, expended, and transferred, &c., by Captain Charles H. Peck, assistant quartermaster United States volunteers, (since resigned,) during the months of July, August, September, October, November, and December, 1864, and part of January, 1865, while on duty at New York city, under the direction of Brevet Brigadier General Stewart Van Vliet, chief quartermaster department of the east.

On hand July 1, 1864	\$3, 576 80
Received from officers	252, 256 29
Received from sales of property and other sources	103 50
	255, 936 59
Expended	\$248, 362 52
Transferred to officers	7, 574 07
Remaining on hand .....	.....
	255, 936 59

STEWART VAN VLIET,
Brevet Brigadier General and Quartermaster U. S. A.
 QUARTERMASTER'S OFFICE,
 New York, September 22, 1865.

A true copy:

JOHN V. FUREY,
Captain and Assistant Quartermaster.

Statement of public moneys received, expended, and transferred by Captain William H. Bailhache, assistant quartermaster United States volunteers, (since resigned,) during the months of November and December, 1864, January, February, March, and April, 1865, while on duty at New York city, under the direction of Brevet Brigadier General Stewart Van Vliet, chief quartermaster department of the east.

On hand July 1, 1864	\$0 00
Received from officers	5, 890, 187 36
Received from the Treasury Department .....	.....
Received from sales of property and other sources	855 42
	5, 891, 042 78
Expended	\$5, 667, 558 13
Transferred to officers	223, 484 65
Remaining on hand .....	.....
	5, 891, 042 78

STEWART VAN VLIET,
Brevet Brigadier General and Quartermaster U. S. A.
 QUARTERMASTER'S OFFICE,
 New York, September 22, 1865.

A true copy:

JOHN V. FUREY,
Captain and Assistant Quartermaster.

[illegible]

A.—Report of quartermasters' stores, &c.—Continued.

Articles.	On hand July 1, 1864.	Received from officers during the year ending June 30, 1865.	Purchased during the year ending June 30, 1865.	Manufactured during the year ending June 30, 1865.	Captured, gained, taken up, &c., during the year ending June 30, 1865.	Total.	Issued and transferred during the year ending June 30, 1865.	Sold, died, lost, expended, &c., during the year ending June 30, 1865.	Total.	On hand June 30, 1865.
Books, discharge										
freight.			2	.....	.....	2	.....	.....	2	.....
general order.			1	.....	.....	1	.....	.....	1	.....
index.			1	.....	.....	1	.....	.....	1	.....
letter.			24	.....	.....	24	.....	.....	24	.....
letter, received.			69	.....	.....	69	.....	.....	69	.....
list of accounts.			7	.....	.....	7	.....	.....	7	.....
log.			1	.....	.....	1	.....	.....	1	.....
.....		2	.....	.....	.....	3	.....	3	.....	.....
memorandum	131	.....	2, 672	.....	.....	2, 803	2, 650	.....	2, 650	153
memorandum and endorsement.			5	.....	.....	5	.....	.....	5	.....
order.			2	.....	.....	2	.....	.....	2	.....
record.			1	.....	.....	1	.....	.....	1	.....
reference.		1	.....	.....	.....	1	.....	.....	.....	1
report of stores, (mercantile agency).										
requisition.			2	.....	.....	2	.....	.....	2	.....
special order.			13	.....	.....	13	.....	.....	13	.....
time.			3	.....	.....	3	.....	.....	3	.....
.....			253	.....	.....	253	.....	.....	253	.....
Borax.			1, 121½	.....	.....	1, 121½	1, 109½	12	1, 121½	.....
Borings.			1, 600	.....	.....	1, 600	1, 600	.....	1, 600	.....
Bowls, assorted.		28	124	.....	.....	152	100	38	138	14
sugar.		6	24	.....	.....	30	24	6	30	.....
water.	1	.....	11	.....	.....	12	8	.....	8	4
wash, and pitchers.		3	.....	.....	.....	3	.....	3	3	.....
Boxes, dredge.			12	.....	.....	12	.....	2	2	10
record.	2	.....	.....	.....	.....	2	.....	.....	.....	2
spice.		1	.....	.....	.....	1	.....	1	.....	.....

Braces, sets, with bits and drills, set of drill	50	1	3	143	645½	1,348	105,240	7,910	2,100	200	11	429	3	1	13,906	13	4	111	24	75	62	2	9,078	36	324	3,558	72	1,825	136	6	2	25	153	3,000	1,441	16,001	2	1,997¾	200	12	354
Brackets, serving, E. F.	50	1	3	143	645½	1,348	105,240	7,910	2,100	200	11	429	3	1	13,906	13	4	111	24	75	62	2	9,078	36	324	3,558	72	1,825	136	6	2	25	153	3,000	1,441	16,001	2	1,997¾	200	12	354
Brads	50	1	3	143	645½	1,348	105,240	7,910	2,100	200	11	429	3	1	13,906	13	4	111	24	75	62	2	9,078	36	324	3,558	72	1,825	136	6	2	25	153	3,000	1,441	16,001	2	1,997¾	200	12	354
Brass	50	1	3	143	645½	1,348	105,240	7,910	2,100	200	11	429	3	1	13,906	13	4	111	24	75	62	2	9,078	36	324	3,558	72	1,825	136	6	2	25	153	3,000	1,441	16,001	2	1,997¾	200	12	354
Brick, Bath	50	1	3	143	645½	1,348	105,240	7,910	2,100	200	11	429	3	1	13,906	13	4	111	24	75	62	2	9,078	36	324	3,558	72	1,825	136	6	2	25	153	3,000	1,441	16,001	2	1,997¾	200	12	354
(B. M)	50	1	3	143	645½	1,348	105,240	7,910	2,100	200	11	429	3	1	13,906	13	4	111	24	75	62	2	9,078	36	324	3,558	72	1,825	136	6	2	25	153	3,000	1,441	16,001	2	1,997¾	200	12	354
cylinder	50	1	3	143	645½	1,348	105,240	7,910	2,100	200	11	429	3	1	13,906	13	4	111	24	75	62	2	9,078	36	324	3,558	72	1,825	136	6	2	25	153	3,000	1,441	16,001	2	1,997¾	200	12	354
fire	50	1	3	143	645½	1,348	105,240	7,910	2,100	200	11	429	3	1	13,906	13	4	111	24	75	62	2	9,078	36	324	3,558	72	1,825	136	6	2	25	153	3,000	1,441	16,001	2	1,997¾	200	12	354
for range and stoves	50	1	3	143	645½	1,348	105,240	7,910	2,100	200	11	429	3	1	13,906	13	4	111	24	75	62	2	9,078	36	324	3,558	72	1,825	136	6	2	25	153	3,000	1,441	16,001	2	1,997¾	200	12	354
sets	50	1	3	143	645½	1,348	105,240	7,910	2,100	200	11	429	3	1	13,906	13	4	111	24	75	62	2	9,078	36	324	3,558	72	1,825	136	6	2	25	153	3,000	1,441	16,001	2	1,997¾	200	12	354
for stoves	50	1	3	143	645½	1,348	105,240	7,910	2,100	200	11	429	3	1	13,906	13	4	111	24	75	62	2	9,078	36	324	3,558	72	1,825	136	6	2	25	153	3,000	1,441	16,001	2	1,997¾	200	12	354
Bridles, riding	50	1	3	143	645½	1,348	105,240	7,910	2,100	200	11	429	3	1	13,906	13	4	111	24	75	62	2	9,078	36	324	3,558	72	1,825	136	6	2	25	153	3,000	1,441	16,001	2	1,997¾	200	12	354
watering	50	1	3	143	645½	1,348	105,240	7,910	2,100	200	11	429	3	1	13,906	13	4	111	24	75	62	2	9,078	36	324	3,558	72	1,825	136	6	2	25	153	3,000	1,441	16,001	2	1,997¾	200	12	354
Brigs	50	1	3	143	645½	1,348	105,240	7,910	2,100	200	11	429	3	1	13,906	13	4	111	24	75	62	2	9,078	36	324	3,558	72	1,825	136	6	2	25	153	3,000	1,441	16,001	2	1,997¾	200	12	354
Brooms, assorted	50	1	3	143	645½	1,348	105,240	7,910	2,100	200	11	429	3	1	13,906	13	4	111	24	75	62	2	9,078	36	324	3,558	72	1,825	136	6	2	25	153	3,000	1,441	16,001	2	1,997¾	200	12	354
Brushes, copying	50	1	3	143	645½	1,348	105,240	7,910	2,100	200	11	429	3	1	13,906	13	4	111	24	75	62	2	9,078	36	324	3,558	72	1,825	136	6	2	25	153	3,000	1,441	16,001	2	1,997¾	200	12	354
cut-tool	50	1	3	143	645½	1,348	105,240	7,910	2,100	200	11	429	3	1	13,906	13	4	111	24	75	62	2	9,078	36	324	3,558	72	1,825	136	6	2	25	153	3,000	1,441	16,001	2	1,997¾	200	12	354
dust	50	1	3	143	645½	1,348	105,240	7,910	2,100	200	11	429	3	1	13,906	13	4	111	24	75	62	2	9,078	36	324	3,558	72	1,825	136	6	2	25	153	3,000	1,441	16,001	2	1,997¾	200	12	354
finishing	50	1	3	143	645½	1,348	105,240	7,910	2,100	200	11	429	3	1	13,906	13	4	111	24	75	62	2	9,078	36	324	3,558	72	1,825	136	6	2	25	153	3,000	1,441	16,001	2	1,997¾	200	12	354
flue	50	1	3	143	645½	1,348	105,240	7,910	2,100	200	11	429	3	1	13,906	13	4	111	24	75	62	2	9,078	36	324	3,558	72	1,825	136	6	2	25	153	3,000	1,441	16,001	2	1,997¾	200	12	354
glue	50	1	3	143	645½	1,348	105,240	7,910	2,100	200	11	429	3	1	13,906	13	4	111	24	75	62	2	9,078	36	324	3,558	72	1,825	136	6	2	25	153	3,000	1,441	16,001	2	1,997¾	200	12	354
hand	50	1	3	143	645½	1,348	105,240	7,910	2,100	200	11	429	3	1	13,906	13	4	111	24	75	62	2	9,078	36	324	3,558	72	1,825	136	6	2	25	153	3,000	1,441	16,001	2	1,997¾	200	12	354
horse	50	1	3	143	645½	1,348	105,240	7,910	2,100	200	11	429	3	1	13,906	13	4	111	24	75	62	2	9,078	36	324	3,558	72	1,825	136	6	2	25	153	3,000	1,441	16,001	2	1,997¾	200	12	354
lettering	50	1	3	143	645½	1,348	105,240	7,910	2,100	200	11	429	3	1	13,906	13	4	111	24	75	62	2	9,078	36	324	3,558	72	1,825	136	6	2	25	153	3,000	1,441	16,001	2	1,997¾	200	12	354
marking	50	1	3	143	645½	1,348	105,240	7,910	2,100	200	11	429	3	1	13,906	13	4	111	24	75	62	2	9,078	36	324	3,558	72	1,825	136	6	2	25	153	3,000	1,441	16,001	2	1,997¾	200	12	354
paint	50	1	3	143	645½	1,348	105,240	7,910	2,100	200	11	429	3	1	13,906	13	4	111	24	75	62	2	9,078	36	324	3,558	72	1,825	136	6	2	25	153	3,000	1,441	16,001	2	1,997¾	200	12	354
pencil	50	1	3	143	645½	1,348	105,240	7,910	2,100	200	11	429	3	1	13,906	13	4	111	24	75	62	2	9,078	36	324	3,558	72	1,825	136	6	2	25	153	3,000	1,441	16,001	2	1,997¾	200	12	354
scrub	50	1	3	143	645½	1,348	105,240	7,910	2,100	200	11	429	3	1	13,906	13	4	111	24	75	62	2	9,078	36	324	3,558	72	1,825	136	6	2	25	153	3,000	1,441	16,001	2	1,997¾	200	12	354
seam	50	1	3	143	645½	1,348	105,240	7,910	2,100	200	11	429	3	1	13,906	13	4	111	24	75	62	2	9,078	36	324	3,558	72	1,825	136	6	2	25	153	3,000	1,441	16,001	2	1,997¾	200	12	354
stove	50	1	3	143	645½	1,348	105,240	7,910	2,100	200	11	429	3	1	13,906	13	4	111	24	75	62	2	9,078	36	324	3,558	72	1,825	136	6	2	25	153	3,000	1,441	16,001	2	1,997¾	200	12	354
tar	50	1	3	143	645½	1,348	105,240	7,910	2,100	200	11	429	3	1	13,906	13	4	111	24	75	62	2	9,078	36	324	3,558	72	1,825	136	6	2	25	153	3,000	1,441	16,001	2	1,997¾	200	12	354
tube	50	1	3	143	645½	1,348	105,240	7,910	2,100	200	11	429	3	1	13,906	13	4	111	24	75	62	2	9,078	36	324	3,558	72	1,825	136	6	2	25	153	3,000	1,441	16,001	2	1,997¾	200	12	354
varnish	50	1	3	143	645½	1,348	105,240	7,910	2,100	200	11	429	3	1	13,906	13	4	111	24	75	62	2	9,078	36	324	3,558	72	1,825	136	6	2	25	153	3,000	1,441	16,001	2	1,997¾	200	12	354
wall	50	1	3	143	645½	1,348	105,240	7,910	2,100	200	11	429	3	1	13,906	13	4	111	24	75	62	2	9,078	36	324	3,558	72	1,825	136	6	2	25	153	3,000	1,441	16,001	2	1,997¾	200	12	354
w. w	50	1	3	143	645½	1,348	105,240	7,910	2,100	200	11	429	3	1	13,906	13	4	111	24	75	62	2	9,078	36	324	3,558	72	1,825	136	6	2	25	153	3,000	1,441	16,001	2	1,997¾	200	12	354
Buckets, assorted	50	1	3	143	645½	1,348	105,240	7,910	2,100	200	11	429	3	1	13,906	13	4	111	24	75	62	2	9,078	36	324	3,558	72	1,825	136	6	2	25	153	3,000	1,441	16,001	2	1,997¾	200	12	354
tin	50	1	3	143	645½	1,348	105,240	7,910	2,100																																

A.—Report of quartermasters' stores, &c.—Continued.

Articles.	On hand July 1, 1864.	Received from officers during the year ending June 30, 1865.	Purchased during the year ending June 30, 1865.	Manufactured during the year ending June 30, 1865.	Captured, gained, taken up, &c., during the year ending June 30, 1865.	Total.	Issued and transferred during the year ending June 30, 1865.	Sold, died, lost, expended, &c., during the year ending June 30, 1865.	Total.	On hand June 30, 1865.
Bunting..... yards.			544½	.....	.....	544½	544½	.....	544½	.....
Burners, brass.....			2	.....	.....	2	.....	.....	2	.....
Burs..... pounds.			108	.....	.....	108	108	.....	108	.....
Bushing, (E. F.).....			604	.....	.....	604	604	.....	604	.....
Buttons, brass, on plates.....			252	.....	.....	252	156	14	170	82
Buttresses.....			40	.....	.....	40	40	.....	40	.....
Butts, assorted.....	541	.....	19, 172	.....	.....	19, 713	19, 009	80	19, 089	624
brass and screw..... pair.		12	.....	.....	.....	12	.....	12	12	.....
Caboose composition.....	1	.....	6	.....	.....	7	6	.....	6	1
Cake griddle and slicer.....		1	.....	.....	.....	1	.....	.....	1	.....
Callipers..... pair.			18	.....	.....	18	18	.....	18	.....
Calomet..... pounds.			13	.....	.....	13	13	.....	13	.....
Cambrie..... yards.			68½	.....	.....	68½	68½	.....	68½	.....
Camphor, gum..... pounds.			10	.....	.....	10	10	.....	10	.....
Candles..... do.		72	200	.....	.....	272	200	72	272	.....
Candlesticks.....			4	.....	.....	4	.....	.....	4	.....
Cans, assorted.....	1	.....	709	.....	.....	766	657	66	723	43
squirt.....		56	.....	.....	.....	56	.....	.....	56	.....
Canvas, assorted..... yards.		10	24	.....	.....	34	24	10	34	.....
Caps, E. F.....		78	6, 727½	.....	.....	6, 805½	6, 538	267½	6, 805½	.....
compass.....			135	.....	.....	135	135	.....	135	.....
for pipe.....		1	.....	.....	.....	1	.....	1	1	.....
Capstans.....		1	2	.....	.....	3	.....	2	2	1
Card, compass.....			5	.....	.....	5	5	.....	5	.....
Cards, file.....		1	.....	.....	.....	1	1	.....	1	.....
Carts, hand.....			60	.....	.....	60	60	.....	60	.....
Carpets..... yards.		4½	27	.....	.....	27	27	.....	27	.....
			4½	.....	.....	4½	.....	4½	4½	.....

[illegible]

A.—Report of quartermasters' stores, &c.—Continued.

Articles.	On hand July 1, 1864.	Received from officers during the year ending June 30, 1864.	Purchased during the year ending June 30, 1865.	Manufactured during the year ending June 30, 1865.	Captured, gained, taken up, &c., during the year ending June 30, 1865.	Total.	Issued and transferred during the year ending June 30, 1865.	Sold, died, lost, expended, &c., during the year ending June 30, 1865.	Total.	On hand June 30, 1865.
Closets, water			2	.....	.....	2	.....	.....	2	.....
Cloth, emery		49	316	.....	.....	365	.....	.....	365	.....
enamelled			1,586	.....	.....	1,586	.....	.....	1,586	.....
iron wire			56	.....	.....	56	.....	.....	56	.....
leather			2,004	.....	.....	2,004	.....	.....	2,004	.....
oil		203 $\frac{1}{2}$	18	.....	.....	221 $\frac{1}{2}$	.....	203 $\frac{1}{2}$	221 $\frac{1}{2}$	.....
rubber			54 $\frac{1}{2}$	.....	.....	54 $\frac{1}{2}$	.....	28 $\frac{1}{2}$	28 $\frac{1}{2}$	26
table		24	.....	.....	.....	24	.....	24	28 $\frac{1}{2}$	.....
tracing			24	.....	.....	24	.....	.....	24	.....
Coal	35,000	89,600	219,321,858	.....	.....	219,446,458	17,944,398	201,502,060	219,446,458	.....
Coast pilot		1	2	.....	.....	3	.....	1	1	2
Cocks, air, to screw on			144	.....	.....	144	.....	.....	144	.....
assorted	1	.....	924	.....	.....	925	.....	118	775	150
bibb, screw shank			144	.....	.....	144	.....	.....	144	.....
with nipples			30	.....	.....	30	.....	.....	30	.....
tallow			1	.....	.....	1	.....	.....	1	.....
with unions			252	.....	.....	252	.....	.....	252	.....
Coke			10	.....	.....	10	.....	.....	10	.....
Collars, horse			3,189	.....	.....	3,189	.....	.....	3,188	1
mule			7,612	.....	.....	7,612	.....	.....	7,612	.....
tin roof			10	.....	.....	10	.....	.....	10	.....
Combs, graining			2	.....	.....	2	.....	.....	2	.....
Compasses, carpenters'			381	.....	.....	381	.....	.....	365	16
N. I.	3	.....	3	.....	.....	6	.....	2	3	3
saddlers'			1	.....	.....	1	.....	.....	1	.....
Condensers			2	.....	.....	2	.....	.....	2	.....
Copper			14,058 $\frac{1}{2}$	.....	.....	14,058 $\frac{1}{2}$	14,058 $\frac{1}{2}$	.....	14,058 $\frac{1}{2}$	.....

[illegible]

A.—Report of quartermasters' stores, &c.—Continued.

Articles.	On hand July 1, 1864.	Received from officers during the year ending June 30, 1865.	Purchased during the year ending June 30, 1865.	Manufactured during the year ending June 30, 1865.	Captured, gained, taken up, &c., during the year ending June 30, 1865.	Total.	Issued and transferred during the year ending June 30, 1865.	Sold, died, lost, expended, &c., during the year ending June 30, 1865.	Total.	On hand June 30, 1865.
Door hooks and eyes.....	.....	.....	60	.....	.....	60	.....	.....	60	.....
Doors, stove.....	.....	.....	140	.....	.....	140	.....	.....	140	.....
Dredge, flour.....	.....	1	.....	.....	.....	1	.....	1	1	.....
Doors.....	.....	.....	111	.....	.....	111	.....	.....	111	.....
Drill, brown..... yards.	.....	.....	400 $\frac{3}{4}$	.....	.....	400 $\frac{3}{4}$	.....	.....	400 $\frac{3}{4}$	.....
Drills, ratchet.....	.....	.....	30	.....	.....	30	.....	.....	30	.....
Drops and pins..... gross.	.....	.....	1	.....	.....	1	.....	.....	1	.....
Dryer, Japan..... gallons.	.....	.....	60	.....	.....	60	.....	.....	60	.....
zinc..... do.	.....	.....	3	.....	.....	3	.....	.....	3	.....
Dubbin..... pounds.	.....	.....	250	.....	.....	250	.....	.....	250	.....
Duck, assorted..... yards.	200	486	23,024 $\frac{1}{4}$	.....	.....	23,710 $\frac{1}{4}$	22,959 $\frac{1}{4}$	551	23,510 $\frac{1}{4}$	200
Dulcis, spirits nitre..... ounces.	.....	.....	6	.....	.....	6	.....	6	6	.....
nitre..... quarts.	.....	.....	30	.....	.....	30	.....	.....	30	.....
Dusters, feather.....	1	1	.....	.....	.....	2	.....	2	2	.....
moulders'.....	.....	.....	6	.....	.....	6	.....	.....	6	.....
Elbows, assorted.....	2	19	1,219	.....	.....	1,240	1,219	4	1,223	17
Ells, E. F.....	.....	.....	424	.....	.....	424	284	140	424	.....
Emery..... pounds.	.....	.....	1,226	.....	.....	1,226	1,126	.....	1,126	100
Engine, fire.....	1	.....	.....	.....	.....	1	.....	.....	.....	1
hoisting.....	.....	.....	1	.....	.....	1	.....	.....	1	.....
steam.....	.....	.....	2	.....	.....	2	.....	.....	2	.....
Ensigns.....	.....	4	24	.....	.....	28	1	19	20	8
Envelopes.....	40,600	2,400	1,913,550	.....	.....	1,956,550	1,733,050	.....	1,733,050	223,500
Congress tie.....	24	.....	.....	.....	.....	24	24	.....	24	.....
Erasers.....	78	.....	173	.....	.....	251	43	39	82	169
Escutcheons, brass.....	.....	.....	12	.....	.....	12	7	5	12	.....
Excelsior..... pounds.	.....	.....	2,842	.....	.....	2,842	2,842	.....	2,842	.....

[illegible]

A.—Report of quartermasters' stores, &c.—Continued.

Articles.	On hand July 1, 1864.	Received from officers during the year ending June 30, 1865.	Purchased during the year ending June 30, 1865.	Manufactured during the year ending June 30, 1865.	Captured, gained, taken up, &c., during the year ending June 30, 1865.	Total.	Issued and transferred during the year ending June 30, 1865.	Sold, died, lost, expended, &c., during the year ending June 30, 1865.	Total.	On hand June 30, 1865.
Gimlets.....			14	.....	.....	14	.....	.....	14	.....
Glass, ground.....			170	.....	.....	170	.....	.....	170	.....
Glass.....			1,255½	.....	.....	1,255½	.....	.....	1,255½	.....
Glasses, gauge.....		6	264	.....	.....	270	.....	6	270	.....
graduated.....			10	.....	.....	10	.....	.....	10	.....
marine opera.....		1	2	.....	.....	3	.....	.....	3	.....
night.....	1	.....	1	.....	.....	2	.....	.....	1	.....
wine.....		60	.....	.....	.....	60	.....	.....	60	.....
Glue.....			828	.....	.....	828	.....	6	828	.....
Goblets.....		12	.....	.....	.....	12	.....	12	12	.....
Gold-leaf.....			5	.....	.....	5	.....	.....	5	.....
Goose-necks, brass.....			12	.....	.....	12	.....	.....	12	.....
Graduates.....			12	.....	.....	12	.....	.....	12	.....
Grater, nutmeg.....		1	.....	.....	.....	1	.....	1	1	.....
Grates.....			215	.....	.....	215	.....	.....	215	.....
Grease, axle.....			6,260	.....	.....	6,260	.....	34	6,260	.....
Griddle.....		1	.....	.....	.....	1	.....	1	1	.....
Grindstones.....		1	161	.....	.....	162	.....	5	154	8
Gum-arabic.....			1	.....	.....	1	.....	.....	1	.....
sheet.....		35	1,234	.....	.....	1,269	.....	35	1,269	.....
Hair brush.....			56	.....	.....	56	.....	.....	56	.....
curled.....			2,050	.....	.....	2,050	.....	.....	2,050	.....
gray.....			300	.....	.....	300	.....	.....	300	.....
hogs'.....			2,500	.....	.....	2,500	.....	.....	2,500	.....
plastering.....			1	.....	.....	1	.....	.....	1	.....
Halters.....	446	9	729	.....	.....	1,184	.....	.....	1,183	1
Halliards.....			1	.....	.....	12	.....	8	8	4

Item	QTY	UNIT	PRICE	TOTAL
Halliards.	9	sets	1	9
Halliards.	2	pairs	567	1134
Halliards.	9½	pounds	603	5728½
Hambroline	2	do.	2,500	5000
Harness, cart.	2	pairs	540	1080
mule.	2	do.	382	764
Hammers, blacksmith	2		155	310
carpenters'	2		553	1106
shipping.	2		51	102
riveting.	1		215	215
saddlers'	1		144	144
sledge.	2		56	112
tack	2	pairs	25	50
Handcuffs.	2		250	500
Handles, adze.	2		698	1396
ambulance	10		60	600
auger.	17,483		3	52449
awl.	3		205	615
axe.	1		66	66
chest.	78		78	6084
chest.	36		24	864
chisel.	24		1,700	40800
door.	24		2,000	48000
drawer.	3,108		6	18648
file.	6		72	432
hammer.	18		192	3456
hatchet.	100		736	73600
jack-plane.	2		2	4
manure fork.	18		72	1296
pick.	100		192	19200
pickaxe.	736		2	1472
plane, assorted.	2		18	36
shovel.	101		72	7272
sledge.	48		736	35328
Hangers, door.	2		2	4
Hanks, jib.	18		72	1296
Harness, ambulance.	1	sets	76	76
cart.	1	do.	47	47
double.	7	do.	6	42
heavy team.	1	do.	1	1
lead.	60	do.	57	3420

A.—Report of quartermasters' stores, &c.—Continued.

Articles.	On hand July 1, 1864.	Received from officers during the year ending June 30, 1865.	Purchased during the year ending June 30, 1865.	Manufactured during the year ending June 30, 1865.	Captured, gained, taken up, &c., during the year ending June 30, 1865.	Total.	Issued and transferred during the year ending June 30, 1865.	Sold, died, lost, expended, &c., during the year ending June 30, 1865.	Total.	On hand June 30, 1865.
Harness, single wheel.....sets	47		2			2			47	2
do.....do.....										
one-horse ambulance.....		1				1				1
two-horse ambulance.....sets		309				309			51	258
four-horse wagon.....		240				240				240
four-horse wagon.....		1				1				1
four-mule wagon.....sets		1,001				1,001			700	301
six-mule wagon.....sets										
Hartshorn, spirits.....gallons			13½			13½			13½	
Hasps, hinge.....			401			401			401	
and hinges.....sets			4			4			4	
iron.....			1			1			1	
and staples.....										
Hatchets, carpenters'.....	1	6	436½			436½			402½	34
Hawser.....	2		1,324			1,331			1,327	4
Hay.....pounds		63,154	849,778			912,932		9,511	912,932	
Headings, letter.....quires			80			80			80	
note.....do.....		7	120			120			120	
Heads, Liverpool.....										
Hides, enamelled.....										
in pickle.....										
raw.....			6			6			6	
Hinges.....pairs			200			200			200	
strap and plate.....pounds			200			200			200	
Hods, coal.....			10,492			10,492		25	10,492	
Hoes, handled.....	7	6	4,179			4,179			4,179	
Hogsheads.....			70			83		6	57	26
Hooks, assorted.....			6			6			6	
			16			16			16	
		50	776			826			730	96

[illegible]

assorted shelter	1, 632	197	1	12	6	36	37	1, 110	4	10	3, 063	1	781	2, 500	70	40	24, 620	16, 384	48	1	105	50	5, 621	19, 847	95	178½	684	77	10	25	82	20	25	4	18	48	2	2	4, 322	99, 797	706
Lacing, belt	1, 632	197	1	12	6	36	37	1, 110	4	10	3, 063	1	781	2, 500	70	40	24, 620	16, 384	48	1	105	50	5, 621	19, 847	95	178½	684	77	10	25	82	20	25	4	18	48	2	2	4, 322	99, 797	706
Ladles	1, 632	197	1	12	6	36	37	1, 110	4	10	3, 063	1	781	2, 500	70	40	24, 620	16, 384	48	1	105	50	5, 621	19, 847	95	178½	684	77	10	25	82	20	25	4	18	48	2	2	4, 322	99, 797	706
pitch	1, 632	197	1	12	6	36	37	1, 110	4	10	3, 063	1	781	2, 500	70	40	24, 620	16, 384	48	1	105	50	5, 621	19, 847	95	178½	684	77	10	25	82	20	25	4	18	48	2	2	4, 322	99, 797	706
soup	1, 632	197	1	12	6	36	37	1, 110	4	10	3, 063	1	781	2, 500	70	40	24, 620	16, 384	48	1	105	50	5, 621	19, 847	95	178½	684	77	10	25	82	20	25	4	18	48	2	2	4, 322	99, 797	706
Lamp fillers and feeders	1, 632	197	1	12	6	36	37	1, 110	4	10	3, 063	1	781	2, 500	70	40	24, 620	16, 384	48	1	105	50	5, 621	19, 847	95	178½	684	77	10	25	82	20	25	4	18	48	2	2	4, 322	99, 797	706
Lamps, assorted	1, 632	197	1	12	6	36	37	1, 110	4	10	3, 063	1	781	2, 500	70	40	24, 620	16, 384	48	1	105	50	5, 621	19, 847	95	178½	684	77	10	25	82	20	25	4	18	48	2	2	4, 322	99, 797	706
Lancets, spring	1, 632	197	1	12	6	36	37	1, 110	4	10	3, 063	1	781	2, 500	70	40	24, 620	16, 384	48	1	105	50	5, 621	19, 847	95	178½	684	77	10	25	82	20	25	4	18	48	2	2	4, 322	99, 797	706
spring	1, 632	197	1	12	6	36	37	1, 110	4	10	3, 063	1	781	2, 500	70	40	24, 620	16, 384	48	1	105	50	5, 621	19, 847	95	178½	684	77	10	25	82	20	25	4	18	48	2	2	4, 322	99, 797	706
Lanterns, assorted	1, 632	197	1	12	6	36	37	1, 110	4	10	3, 063	1	781	2, 500	70	40	24, 620	16, 384	48	1	105	50	5, 621	19, 847	95	178½	684	77	10	25	82	20	25	4	18	48	2	2	4, 322	99, 797	706
Lard	1, 632	197	1	12	6	36	37	1, 110	4	10	3, 063	1	781	2, 500	70	40	24, 620	16, 384	48	1	105	50	5, 621	19, 847	95	178½	684	77	10	25	82	20	25	4	18	48	2	2	4, 322	99, 797	706
Latches, assorted	1, 632	197	1	12	6	36	37	1, 110	4	10	3, 063	1	781	2, 500	70	40	24, 620	16, 384	48	1	105	50	5, 621	19, 847	95	178½	684	77	10	25	82	20	25	4	18	48	2	2	4, 322	99, 797	706
Laths	1, 632	197	1	12	6	36	37	1, 110	4	10	3, 063	1	781	2, 500	70	40	24, 620	16, 384	48	1	105	50	5, 621	19, 847	95	178½	684	77	10	25	82	20	25	4	18	48	2	2	4, 322	99, 797	706
Laudanum	1, 632	197	1	12	6	36	37	1, 110	4	10	3, 063	1	781	2, 500	70	40	24, 620	16, 384	48	1	105	50	5, 621	19, 847	95	178½	684	77	10	25	82	20	25	4	18	48	2	2	4, 322	99, 797	706
Laudanum	1, 632	197	1	12	6	36	37	1, 110	4	10	3, 063	1	781	2, 500	70	40	24, 620	16, 384	48	1	105	50	5, 621	19, 847	95	178½	684	77	10	25	82	20	25	4	18	48	2	2	4, 322	99, 797	706
Lead	1, 632	197	1	12	6	36	37	1, 110	4	10	3, 063	1	781	2, 500	70	40	24, 620	16, 384	48	1	105	50	5, 621	19, 847	95	178½	684	77	10	25	82	20	25	4	18	48	2	2	4, 322	99, 797	706
Lead pencils	1, 632	197	1	12	6	36	37	1, 110	4	10	3, 063	1	781	2, 500	70	40	24, 620	16, 384	48	1	105	50	5, 621	19, 847	95	178½	684	77	10	25	82	20	25	4	18	48	2	2	4, 322	99, 797	706
Lead pencils	1, 632	197	1	12	6	36	37	1, 110	4	10	3, 063	1	781	2, 500	70	40	24, 620	16, 384	48	1	105	50	5, 621	19, 847	95	178½	684	77	10	25	82	20	25	4	18	48	2	2	4, 322	99, 797	706
Lead pencils	1, 632	197	1	12	6	36	37	1, 110	4	10	3, 063	1	781	2, 500	70	40	24, 620	16, 384	48	1	105	50	5, 621	19, 847	95	178½	684	77	10	25	82	20	25	4	18	48	2	2	4, 322	99, 797	706
Lead pencils	1, 632	197	1	12	6	36	37	1, 110	4	10	3, 063	1	781	2, 500	70	40	24, 620	16, 384	48	1	105	50	5, 621	19, 847	95	178½	684	77	10	25	82	20	25	4	18	48	2	2	4, 322	99, 797	706
Lead pencils	1, 632	197	1	12	6	36	37	1, 110	4	10	3, 063	1	781	2, 500	70	40	24, 620	16, 384	48	1	105	50	5, 621	19, 847	95	178½	684	77	10	25	82	20	25	4	18	48	2	2	4, 322	99, 797	706
Lead pencils	1, 632	197	1	12	6	36	37	1, 110	4	10	3, 063	1	781	2, 500	70	40	24, 620	16, 384	48	1	105	50	5, 621	19, 847	95	178½	684	77	10	25	82	20	25	4	18	48	2	2	4, 322	99, 797	706
Lead pencils	1, 632	197	1	12	6	36	37	1, 110	4	10	3, 063	1	781	2, 500	70	40	24, 620	16, 384	48	1	105	50	5, 621	19, 847	95	178½	684	77	10	25	82	20	25	4	18	48	2	2	4, 322	99, 797	706
Lead pencils	1, 632	197	1	12	6	36	37	1, 110	4	10	3, 063	1	781	2, 500	70	40	24, 620	16, 384	48	1	105	50	5, 621	19, 847	95	178½	684	77	10	25	82	20	25	4	18	48	2	2	4, 322	99, 797	706
Lead pencils	1, 632	197	1	12	6	36	37	1, 110	4	10	3, 063	1	781	2, 500	70	40	24, 620	16, 384	48	1	105	50	5, 621	19, 847	95	178½	684	77	10	25	82	20	25	4	18	48	2	2	4, 322	99, 797	706
Lead pencils	1, 632	197	1	12	6	36	37	1, 110	4	10	3, 063	1	781	2, 500	70	40	24, 620	16, 384	48	1	105	50	5, 621	19, 847	95	178½	684	77	10	25	82	20	25	4	18	48	2	2	4, 322	99, 797	706
Lead pencils	1, 632	197	1	12	6	36	37	1, 110	4	10	3, 063	1	781	2, 500	70	40	24, 620	16, 384	48	1	105	50	5, 621	19, 847	95	178½	684	77	10	25	82	20	25	4	18	48	2	2	4, 322	99, 797	706
Lead pencils	1, 632	197	1	12	6	36	37	1, 110	4	10	3, 063	1	781	2, 500	70	40	24, 620	16, 384	48	1	105	50	5, 621	19, 847	95	178½	684	77	10	25	82	20	25	4	18	48	2	2	4, 322	99, 797	706
Lead pencils	1, 632	197	1	12	6	36	37	1, 110	4	10	3, 063	1	781	2, 500	70	40	24, 620	16, 384	48	1	105	50	5, 621	19, 847	95	178½	684	77	10	25	82	20	25	4	18	48	2	2	4, 322	99, 797	706
Lead pencils	1, 632	197	1	12	6	36	37	1, 110	4	10	3, 063	1	781	2, 500	70	40	24, 620	16, 384	48	1	105	50	5, 621	19, 847	95	178½	684	77	10	25	82	20	25	4	18	48	2	2	4, 322	99, 797	706
Lead pencils	1, 632	197	1	12	6	36	37	1, 110	4	10	3, 063	1	781	2, 500	70	40	24, 620	16, 384	48	1	105	50	5, 621	19, 847	95	178½	684	77	10	25	82	20	25	4	18	48	2	2	4, 322	99, 797	706
Lead pencils	1, 632	197	1	12	6	36	37	1, 110	4	10	3, 063	1	781	2, 500	70	40	24, 620	16, 384	48	1	105	50	5, 621	19, 847	95	178½	684	77	10	25	82	20	25	4	18	48	2	2	4, 322	99, 797	706
Lead pencils	1, 632	197	1	12	6	36	37	1, 110	4	10	3, 063	1	781	2, 500	70	40	24, 620	16, 384	48	1	105	50	5, 621	19, 847	95	178½	684	77	10	25	82	20	25	4	18	48	2	2	4, 322	99, 797	706
Lead pencils	1, 632	197	1	12	6	36	37	1, 110	4	10	3, 063	1	781	2, 500	70	40	24, 620	16, 384	48	1	105	50	5, 621	19, 847	95	178½	684	77	10	25	82	20	25	4	18	48	2	2	4, 322	99, 797	706
Lead pencils	1, 632	197	1	12	6	36	37	1, 110	4	10	3, 063	1	781	2, 500	70	40	24, 620	16, 384	48	1	105	50	5, 621	19, 847	95	178½	684	77	10	25	82	20	25	4	18	48	2	2	4, 322	99, 797	706
Lead pencils	1, 632	197	1	12	6	36	37	1, 110	4	10	3, 063	1	781	2, 500	70	40	24, 620	16, 384	48	1	105	50	5, 621	19, 847	95	178½	684	77	10	25	82	20	25	4	18	48	2	2	4, 322	99, 797	706
Lead pencils	1, 632	197	1	12	6	36	37	1, 110	4	10	3, 063</																														

A.—Report of quartermasters stores, &c.—Continued.

Articles.	On hand July 1, 1864.	Received from officers during the year ending June 30, 1865.	Purchased during the year ending June 30, 1865.	Manufactured during the year ending June 30, 1865.	Captured, gained, taken up, &c., during the year ending June 30, 1865.	Total.	Issued and transferred during the year ending June 30, 1865.	Sold, died, lost, expended, &c., during the year ending June 30, 1865.	Total.	On hand June 30, 1865.
Lines, deep-sea.....		1	6	.....	.....	7	.....	.....	.....	.....
hand.....		3	6	.....	.....	9	.....	.....	.....	.....
lead..... pounds.....		20	199	.....	.....	219	.....	.....	.....	.....
log.....			12	.....	.....	12	.....	.....	.....	.....
tape.....		1	63	.....	.....	64	.....	.....	.....	.....
Liniment, mustang.....			1,788	.....	.....	1,788	.....	.....	.....	.....
Linseed..... pounds.....			1	.....	.....	1	.....	.....	.....	.....
Liquid blister..... gallons.....			13	.....	.....	13	.....	.....	.....	.....
List of passengers..... quires.....			20	.....	.....	20	.....	.....	.....	.....
quartermasters' stores..... do.....			20	.....	.....	20	.....	.....	.....	.....
Locknuts.....			846	.....	.....	846	.....	.....	.....	.....
Locks, assorted.....		5	4,742	.....	.....	4,747	.....	.....	.....	.....
coach.....			100	.....	.....	100	.....	.....	.....	.....
pad.....	4	9	3,725	.....	.....	3,738	.....	.....	.....	.....
rim, w th knobs.....			6	.....	.....	6	.....	.....	.....	.....
Log.....	1	.....	.....	.....	.....	1	.....	.....	.....	.....
Looking-glasses.....			12	.....	.....	12	.....	.....	.....	.....
Lounge.....	1	.....	.....	.....	.....	1	.....	.....	.....	.....
Lumber, assorted..... feet.....		296,686	2,339,985	.....	.....	2,636,671	.....	.....	.....	.....
assorted..... pieces.....			92,395	.....	.....	92,395	.....	.....	.....	.....
Lunar caustic..... ounces.....			68	.....	.....	68	.....	.....	.....	.....
Lustre, British..... gross.....			1	.....	.....	1	.....	.....	.....	.....
Lye, concentrated..... cans.....		4	.....	.....	.....	4	.....	.....	.....	.....
Machine, burring.....			1	.....	.....	1	.....	.....	.....	.....
mortising.....			1	.....	.....	1	.....	.....	.....	.....
shingling.....			1	.....	.....	1	.....	.....	.....	.....
turning.....			1	.....	.....	1	.....	.....	.....	.....

[illegible]

neats'-foot.	do.	10, 045	164	10, 045	164	10, 045	164	10, 045	164	10, 045	164	10, 045	164	10, 045	164	10, 045	164	10, 045	164	10, 045	164	10, 045	164	10, 045	164	10, 045	164	10, 045	164	10, 045	164	10, 045	164	10, 045	164	10, 045	164	10, 045	164	10, 045	164	10, 045	164	10, 045	164	10, 045	164	10, 045	164	10, 045	164	10, 045	164	10, 045	164	10, 045	164	10, 045	164	10, 045	164	10, 045	164	10, 045	164	10, 045	164	10, 045	164	10, 045	164	10, 045	164	10, 045	164	10, 045	164	10, 045	164	10, 045	164	10, 045	164	10, 045	164	10, 045	164	10, 045	164	10, 045	164	10, 045	164	10, 045	164	10, 045	164	10, 045	164	10, 045	164	10, 045	164	10, 045	164	10, 045	164	10, 045	164	10, 045	164	10, 045	164	10, 045	164	10, 045	164	10, 045	164	10, 045	164	10, 045	164	10, 045	164	10, 045	164	10, 045	164	10, 045	164	10, 045	164	10, 045	164	10, 045	164	10, 045	164	10, 045	164	10, 045	164	10, 045	164	10, 045	164	10, 045	164	10, 045	164	10, 045	164	10, 045	164	10, 045	164	10, 045	164	10, 045	164	10, 045	164	10, 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A.—Statement of quartermasters' stores, &c.—Continued.

Articles.	On hand July 1, 1864.	Received from officers during the year ending June 30, 1865.	Purchased during the year ending June 30, 1865.	Manufactured during the year ending June 30, 1865.	Captured, gained, taken up, &c., during the year ending June 30, 1865.	Total.	Issued and transferred during the year ending June 30, 1865.	Sold, died, lost, expended, &c., during the year ending June 30, 1865.	Total.	On hand June 30, 1865.
Paint, copper.....gallons			10	.....	.....	10	.....	.....	10	.....
drop black.....pounds			75	.....	.....	75	.....	.....	75	.....
green.....do		28	2,336	.....	.....	2,364	.....	28	2,364	.....
green.....tubes			12	.....	.....	12	.....	.....	12	.....
India red.....pounds			72	.....	.....	72	.....	.....	72	.....
lamp black.....do			1,347	.....	.....	1,347	.....	.....	1,347	.....
litharge.....do			1,112	.....	.....	1,112	.....	.....	1,112	.....
maple yellow.....tubes			3	.....	.....	3	.....	.....	3	.....
metallic.....pounds			780	.....	.....	780	.....	.....	780	.....
ochre.....do		50	5,796	.....	.....	5,846	.....	60	5,846	.....
Prussian blue.....do			1,577	.....	.....	1,577	.....	.....	1,577	.....
Prussian blue.....tubes			30	.....	.....	30	.....	.....	30	.....
Prussian blue.....cake			1	.....	.....	1	.....	.....	1	.....
red, assorted.....pounds			12,510	.....	.....	12,515	.....	5	12,515	.....
red.....tubes			60	.....	.....	60	.....	.....	60	.....
sienna.....pounds			370	.....	.....	370	.....	.....	370	.....
silver white.....tubes			36	.....	.....	36	.....	.....	36	.....
Spanish brown.....pounds			1,192	.....	.....	1,192	.....	.....	1,192	.....
sugar lead.....tubes			6	.....	.....	6	.....	.....	6	.....
ultramarine.....pounds			28	.....	.....	28	.....	.....	28	.....
umber.....do			1,204	.....	.....	1,204	.....	.....	1,204	.....
umber.....tubes			48	.....	.....	48	.....	.....	48	.....
umber.....cake			1	.....	.....	1	.....	.....	1	.....
Vandyke brown.....tubes			24	.....	.....	24	.....	.....	24	.....
Venetian red.....pounds			7,772	.....	.....	7,772	.....	.....	7,772	.....
vermillion.....do		12½	330	.....	.....	342½	.....	12½	342½	.....
white lead.....do		535	121,125	.....	.....	121,660	.....	760	121,660	.....
yellow.....do			4,147	.....	.....	4,147	.....	.....	4,147	.....

[illegible]

A.—Report of quartermasters' stores, &c.—Continued.

Articles.	On hand July 1, 1864.	Received from officers during the year ending June 30, 1865.	Purchased during the year ending June 30, 1865.	Manufactured during the year ending June 30, 1865.	Captured, gained, taken up, &c., during the year ending June 30, 1865.	Total.	Issued and transferred during the year ending June 30, 1865.	Sold, died, lost, expended, &c., during the year ending June 30, 1865.	Total.	On hand June 30, 1865.
Peruvian bark.....pounds.			1½	.....	.....	1½	.....	.....	1½	.....
Pickaxes.....										
Picks.....	3,000	.....	.....	.....	.....	3,000	.....	.....	.....	2,651
Pieces, assorted, for stoves.....			20	.....	.....	20	.....	.....	.....	.....
Pillow cases.....		24	.....	.....	.....	24	.....	24	.....	.....
Pillows, assorted.....		63	.....	.....	.....	63	.....	63	.....	.....
Pincers.....pairs.			101	.....	.....	101	.....	.....	101	.....
Pins, belaying.....			200	.....	.....	200	.....	.....	.....	194
escutcheons.....			100	.....	.....	100	.....	.....	.....	.....
Pipe.....pounds.			994	.....	.....	994	.....	.....	.....	21
(E F).....feet.			19,342	.....	.....	19,342	.....	.....	.....	.....
joint.....		9	.....	.....	.....	9	.....	.....	.....	.....
drain.....feet.			300	.....	.....	300	.....	.....	.....	.....
iron.....do.			1,893	.....	.....	1,893	.....	.....	.....	.....
iron, with cups.....			10	.....	.....	10	.....	.....	.....	.....
lead.....pounds.			2,989½	.....	.....	2,989½	.....	.....	.....	.....
smoke.....do.			630	.....	.....	630	.....	630	.....	.....
steam.....do.			667	.....	.....	667	.....	.....	.....	.....
stove.....do.	39	4	7,976	.....	.....	8,019	7,458	.....	7,590	429
stove.....feet.		406	796½	.....	.....	1,202½	410	792½	1,202½	.....
stove, and flanges, &c.....		2	.....	.....	.....	2	1	.....	1	.....
to connect sinks.....			21	.....	.....	21	21	.....	21	.....
Pipes, discharge hose.....			4	.....	.....	4	4	.....	4	.....
barrels.....			2	.....	.....	2	2	.....	2	.....
Pitch.....			739	.....	.....	739	739	.....	739	.....
Pitchers.....		34	60	.....	.....	94	60	.....	94	.....
Planes, assorted.....pairs.			33	.....	.....	33	33	.....	33	.....
double.....do.			30	.....	.....	30	30	.....	30	.....

Plaster	assorted	425	21	170	3	20	12	1	9	1	3	424	690	135	15	8,000	103	23	400	1	38	2	1	172	1	6	60	3,100	1	2	521	12	2	1	48	12	12	4	3,432	24	25	77	1
Plaster	adhesive	425	21	170	3	20	12	1	9	1	3	424	690	135	15	8,000	103	23	400	1	38	2	1	172	1	6	60	3,100	1	2	521	12	2	1	48	12	12	4	3,432	24	25	77	1
Plates, paris	barrels	425	21	170	3	20	12	1	9	1	3	424	690	135	15	8,000	103	23	400	1	38	2	1	172	1	6	60	3,100	1	2	521	12	2	1	48	12	12	4	3,432	24	25	77	1
Plates, brass, for saddles	sets	425	21	170	3	20	12	1	9	1	3	424	690	135	15	8,000	103	23	400	1	38	2	1	172	1	6	60	3,100	1	2	521	12	2	1	48	12	12	4	3,432	24	25	77	1
Plates, deck	for range	425	21	170	3	20	12	1	9	1	3	424	690	135	15	8,000	103	23	400	1	38	2	1	172	1	6	60	3,100	1	2	521	12	2	1	48	12	12	4	3,432	24	25	77	1
Plates, for stoves, assorted	manhole	425	21	170	3	20	12	1	9	1	3	424	690	135	15	8,000	103	23	400	1	38	2	1	172	1	6	60	3,100	1	2	521	12	2	1	48	12	12	4	3,432	24	25	77	1
Plates, tin, and pans	white	425	21	170	3	20	12	1	9	1	3	424	690	135	15	8,000	103	23	400	1	38	2	1	172	1	6	60	3,100	1	2	521	12	2	1	48	12	12	4	3,432	24	25	77	1
Plugs	brass	425	21	170	3	20	12	1	9	1	3	424	690	135	15	8,000	103	23	400	1	38	2	1	172	1	6	60	3,100	1	2	521	12	2	1	48	12	12	4	3,432	24	25	77	1
Plugs	deck	425	21	170	3	20	12	1	9	1	3	424	690	135	15	8,000	103	23	400	1	38	2	1	172	1	6	60	3,100	1	2	521	12	2	1	48	12	12	4	3,432	24	25	77	1
Pliers, assorted	pairs	425	21	170	3	20	12	1	9	1	3	424	690	135	15	8,000	103	23	400	1	38	2	1	172	1	6	60	3,100	1	2	521	12	2	1	48	12	12	4	3,432	24	25	77	1
Pokers		425	21	170	3	20	12	1	9	1	3	424	690	135	15	8,000	103	23	400	1	38	2	1	172	1	6	60	3,100	1	2	521	12	2	1	48	12	12	4	3,432	24	25	77	1
Poles, hoop		425	21	170	3	20	12	1	9	1	3	424	690	135	15	8,000	103	23	400	1	38	2	1	172	1	6	60	3,100	1	2	521	12	2	1	48	12	12	4	3,432	24	25	77	1
Portfolio		425	21	170	3	20	12	1	9	1	3	424	690	135	15	8,000	103	23	400	1	38	2	1	172	1	6	60	3,100	1	2	521	12	2	1	48	12	12	4	3,432	24	25	77	1
Posts, chestnut	barrels	425	21	170	3	20	12	1	9	1	3	424	690	135	15	8,000	103	23	400	1	38	2	1	172	1	6	60	3,100	1	2	521	12	2	1	48	12	12	4	3,432	24	25	77	1
Potash		425	21	170	3	20	12	1	9	1	3	424	690	135	15	8,000	103	23	400	1	38	2	1	172	1	6	60	3,100	1	2	521	12	2	1	48	12	12	4	3,432	24	25	77	1
Pot, salinometer		425	21	170	3	20	12	1	9	1	3	424	690	135	15	8,000	103	23	400	1	38	2	1	172	1	6	60	3,100	1	2	521	12	2	1	48	12	12	4	3,432	24	25	77	1
Pots, assorted	marking	425	21	170	3	20	12	1	9	1	3	424	690	135	15	8,000	103	23	400	1	38	2	1	172	1	6	60	3,100	1	2	521	12	2	1	48	12	12	4	3,432	24	25	77	1
Pots, marking	pitch	425	21	170	3	20	12	1	9	1	3	424	690	135	15	8,000	103	23	400	1	38	2	1	172	1	6	60	3,100	1	2	521	12	2	1	48	12	12	4	3,432	24	25	77	1
Pots, quart, round-handled	tar	425	21	170	3	20	12	1	9	1	3	424	690	135	15	8,000	103	23	400	1	38	2	1	172	1	6	60	3,100	1	2	521	12	2	1	48	12	12	4	3,432	24	25	77	1
Pots, and lids		425	21	170	3	20	12	1	9	1	3	424	690	135	15	8,000	103	23	400	1	38	2	1	172	1	6	60	3,100	1	2	521	12	2	1	48	12	12	4	3,432	24	25	77	1
Powder, blasting	kegs	425	21	170	3	20	12	1	9	1	3	424	690	135	15	8,000	103	23	400	1	38	2	1	172	1	6	60	3,100	1	2	521	12	2	1	48	12	12	4	3,432	24	25	77	1
Preservers, life		425	21	170	3	20	12	1	9	1	3	424	690	135	15	8,000	103	23	400	1	38	2	1	172	1	6	60	3,100	1	2	521	12	2	1	48	12	12	4	3,432	24	25	77	1
Presses, copying	printing	425	21	170	3	20	12	1	9	1	3	424	690	135	15	8,000	103	23	400	1	38	2	1	172	1	6	60	3,100	1	2	521	12	2	1	48	12	12	4	3,432	24	25	77	1
Privy, portable		425	21	170	3	20	12	1	9	1	3	424	690	135	15	8,000	103	23	400	1	38	2	1	172	1	6	60	3,100	1	2	521	12	2	1	48	12	12	4	3,432	24	25	77	1
Probes		425	21	170	3	20	12	1	9	1	3	424	690	135	15	8,000	103	23	400	1	38	2	1	172	1	6	60	3,100	1	2	521	12	2	1	48	12	12	4	3,432	24	25	77	1
Pulls, drawer	bell	425	21	170	3	20	12	1	9	1	3	424	690	135	15	8,000	103	23	400	1	38	2	1	172	1	6	60	3,100	1	2	521	12	2	1	48	12	12	4	3,432	24	25	77	1
Pulls, bell	door	425	21	170	3	20	12	1	9	1	3	424	690	135	15	8,000	103	23	400	1	38	2	1	172	1	6	60	3,100	1	2	521	12	2	1	48	12	12	4	3,432	24	25	77	1
Pulleys, axle	window	425	21	170	3	20	12	1	9	1	3	424	690	135	15	8,000	103	23	400	1	38	2	1	172	1	6	60	3,100	1	2	521	12	2	1	48	12	12	4	3,432	24	25	77	1
Pumicestone	pounds	425	21	170	3	20	12	1	9	1	3	424	690	135	15	8,000	103	23	400	1	38	2	1	172	1	6	60	3,100	1	2	521	12	2	1	48	12	12	4	3,432	24	25	77	1
Pumps, assorted		425	21	170	3	20	12	1	9	1	3	424	690	135	15	8,000	103	23	400	1	38	2	1	172	1	6	60	3,100	1	2	521	12	2	1	48	12	12	4	3,432	24	25	77	1
Pumps, complete		425	21	170	3	20	12	1	9	1	3	424	690	135	15	8,000	103	23	400	1	38	2	1	172	1	6	60	3,100	1	2	521	12	2	1	48	12	12	4	3,432	24	25	77	1

A.—Report of quartermasters' stores, &c.—Continued.

Articles.	On hand July 1, 1864.	Received from officers during the year ending June 30, 1865.	Purchased during the year ending June 30, 1865.	Manufactured during the year ending June 30, 1865.	Captured, gained, taken up, &c., during the year ending June 30, 1865.	Total.	Issued and transferred during the year ending June 30, 1865.	Sold, died, lost, expended, &c., during the year ending June 30, 1865.	Total.	On hand June 30, 1865.
Pumps, copper.....			25	.....	.....	25	.....	.....	.....	.....
copper, with deck and plates.....			2	.....	.....	2	.....	.....	.....	.....
Punches.....			50	.....	.....	50	.....	.....	.....	.....
assorted.....			210	.....	.....	210	.....	.....	.....	.....
belt.....			8	.....	.....	8	.....	2	.....	.....
boiler.....			2	.....	.....	2	.....	.....	.....	.....
spring.....			400	.....	.....	400	.....	.....	.....	.....
Putty..... pounds.....			11,765	.....	.....	11,765	.....	.....	.....	.....
Quadrant.....	1	.....	1	.....	.....	2	.....	.....	.....	.....
Quills.....		6	5,744	.....	.....	5,750	.....	.....	.....	65
Quilt, bed.....		1	.....	.....	.....	1	.....	.....	.....	.....
Rails, iron.....	209	.....	.....	.....	.....	209	.....	209	.....	.....
sliding door..... feet.....			30	.....	.....	30	.....	.....	.....	.....
Rakes.....			25	.....	.....	25	.....	.....	.....	.....
Rasps.....		1	11,012	.....	.....	11,013	.....	1	.....	.....
Ratchet.....			2	.....	.....	2	.....	.....	.....	.....
and drills, assorted.....		2	.....	.....	.....	2	.....	2	.....	.....
Ratline..... pounds.....		522	10,626	.....	.....	11,148	.....	1,214	9,772	1,376
Reamer.....		1	.....	.....	.....	1	.....	1	.....	.....
Receipts.....			1,500	.....	.....	1,500	.....	.....	1,500	.....
for transport'n pckgs. quires.....			20	.....	.....	20	.....	.....	20	.....
Reducers.....			886	.....	.....	886	.....	.....	886	.....
Reels, chalk-line.....			100	.....	.....	100	.....	.....	100	.....
for wire rope.....			2	.....	.....	2	.....	.....	2	.....
log.....			31	.....	.....	31	.....	.....	25	6
Reflecting lamp.....		1	.....	.....	.....	1	.....	1	.....	.....
Register, American Lloyd.....			1	.....	.....	1	.....	1	.....	.....
Reins..... pair.....	2	.....	.....	.....	.....	2	.....	.....	.....	2

[illegible]

A.—Report of quartermasters' stores, &c.—Continued.

Articles.	On hand July 1, 1864.	Received from officers during the year ending June 30, 1865.	Purchased during the year ending June 30, 1865.	Manufactured during the year ending June 30, 1865.	Captured, gained, taken up, &c., during the year ending June 30, 1865.	Total.	Issued and transferred during the year ending June 30, 1865.	Sold, died, lost, expended, &c., during the year ending June 30, 1865.	Total.	On hand June 30, 1865.
Rules, parallel timber	1	1	2			4		1	1	3
Return, field			1			1			1	
Saddles, cart			2,000			2,000			2,000	
pack			25			25			25	
pack, strands			500			500			500	
riding	6	6				6				6
wagon	86	2	912			920	913	1	914	6
Safes, iron	6					86		86	86	
Sail			2			8	1		1	
Sails, suit of bundle			15			15	15		15	
wind			1			1	1		1	
Sal ammonia		13				13		13	13	
Salinometers			50			50	50		50	
Sal soda		30	107			107	107		107	
Salts			25			55	25	30	55	
glauber			119			119	110	9	119	
Saltpetre			366			366	365	1	366	
Sand			7			7	7		7	
loads			150			150	150		150	
bushels			130			130	130		130	
barrels										
box	1					1				1
Sash			1,599			1,599	1,599		1,599	
weights			3,433			3,433	2,301		2,301	1,132
Saucers		18				18		18	18	
Saws, assorted		1	484			485	472	11	483	2
buck			25			25	24		24	1

[illegible]

[illegible]

A.—Statement of quartermasters' property, &c.—Continued.

Articles.	On hand July 1, 1864.	Received from officers during the year ending June 30, 1865.	Purchased during the year ending June 30, 1865.	Manufactured during the year ending June 30, 1865.	Captured, gained, taken up, &c., during the year ending June 30, 1865.	Total.	Issued and transferred during the year ending June 30, 1865.	Sold, died, lost, expended, &c., during the year ending June 30, 1865.	Total.	On hand June 30, 1865.
Steel.....pounds.			268,549½			268,549½	268,266½	283	268,549½	
Steels, table.....		1	9			10	3	4	7	3
Stirrups, wood.....			400			400	400		400	
Sticks, jockey.....		2,000	1,000			3,000	3,000		3,000	
Stocks and dies.....		1	51			52	45	1	46	6
Stones, lump rock.....pounds.			5			5	5		5	
oil.....			127			127	127		127	
sand.....			150			150	150		150	
sand.....pounds.			202			202	101	101	202	
scythe.....			84			84	84		84	
Stools.....	8	50	3			61		50	50	11
Stop, steam.....			12			12	12		12	
Stoves, assorted.....	17	69	265			351	301	12	313	38
Straight sleeves.....			12			12	12		12	
Strainers, assorted.....		3	1			4	1	3	4	
Straps, coat.....			1,800			1,800	1,800		1,800	
hame.....			2			2	2		2	
neck.....			3,000			3,000	3,000		3,000	
pole.....	2					2				2
saddle and dees.....			20			20	20		20	
Straw.....pounds.		12,893	127,881			140,774	137,563	3,211	140,774	
Stuff, sizing.....do.			2,096			2,096	2,096		2,096	
Sugar of lead.....do.			311			311	310	1	311	
Suphur.....do.			534			534	523	11	534	
Surcingle.....	33		310			343	332		332	11
Strings, hame.....			3,000			3,000	3,000		3,000	
Tables.....	14	6	7			27	8		8	19
Tacks, assorted.....papers.			3,641			3,641	3,640	1	3,641	

copper	do.	11	729				740	704	33	737	3
copper	pounds	4	389				393	389	4	393	
iron	do.	3					3		3	3	
roofing	do.		853				853	853		853	
and screws	pairs		36				36	36		36	
Tallow	pounds	2,415	40,826				43,241	36,783	3,225	40,008	3,233
Tallow	barrel	$\frac{1}{2}$					$\frac{1}{2}$		$\frac{1}{2}$	$\frac{1}{2}$	
Tape, office	pieces	42	53,880				54,624	43,424		43,424	11,200
Tapes, measuring			92				92	92		92	
Tar	barrels		32				32	32		32	
coal	do.	$\frac{1}{6}$	80 $\frac{1}{2}$				80 $\frac{1}{2}$	80	$\frac{4}{6}$	80 $\frac{1}{6}$	
Tar, coal	gallons	10					10		10	10	
oil	pounds		1				1	1		1	
Tartar emetic	do.		28 $\frac{1}{2}$				28 $\frac{1}{2}$	28 $\frac{1}{2}$		28 $\frac{1}{2}$	
Tees			1,130				1,130	1,130		1,130	
Telescopes		2					2				2
Tenaculums			36				36	36		36	
Thermometers		7	120				131	119	5	124	7
Thimbles, saddlers'			50				50				50
Thread	pounds		3,335				3,335	3,335		3,335	
Ticks, bed			12				12	12		12	
Timber	feet		215,140				215,140	4,181	210,959	215,140	
Tin	sheet	1	4				5		5	5	
Tin	pounds		1,762				1,762	1,762		1,762	
Tin	boxes		77				77	77		77	
block	pounds		526				526	526		526	
Tins, roof	do.		110				110	75	35	110	
Tires		6					6		6	6	
Tongs, pipe	pairs		8				8	8		8	
cls, blacksmiths'	sets		41				41	41		41	
carpenters'	do.	1	77				78	77		77	1
claw	pairs		63				63	63		63	
coppersmiths'	sets		1				1	1		1	
edge			100				100	100		100	
graining	sets		1				1	1		1	
sanders'	do.		162				162	162		162	
sanding	do.	200	350				551	550		550	1
wheelwrights'	do.		20				20	20		20	
Tops, cone			71				71	36	35	71	
Tormentors		2					2		2	2	
Towels		160					160		160	160	

A.—Report of quartermasters' property, &c.—Continued.

Articles.	On hand July 1, 1864.	Received from officers during the year ending June 30, 1865.	Purchased during the year ending June 30, 1865.	Manufactured during the year ending June 30, 1865.	Captured, gained, taken up, &c., during the year ending June 30, 1865.	Total:	Issued and transferred during the year ending June 30, 1865.	Sold, died, lost, expended, &c., during the year ending June 30, 1865.	Total.	On hand June 30, 1865.
Transfer blanks			350			350			350	
Transportation of troops			500			500			500	
Tray, chopping		3				3		3	3	
Trocais			23			23			23	
Trowels, masons'			24			24			24	
Truck, fire and ladder			1			1			1	
Trucks, hand	6	1	3			10			3	7
Trucks, hand horse		1				1				1
Trumpets, speaking		1				1		1	1	
Tubes, assorted			427			427			427	
sheet-iron floor			12			12			12	
Tubing, wood		45				45			45	45
Tubs, coal			21			21			21	
Tumblers		228	900			1,128		228	1,128	
Turpentine		8	1,985½			1,993½		8	1,790	203½
Turpentine			2½			2½		1½	2½	
Turpentine, oil			133			133			133	
Turpentine, comp			6			6		2	2	4
Twine		19½	5,087½			5,107		89	5,004½	102½
Unions			752			752		19	752	
Urn, coffee		1				1		1	1	
Urns, oval			12			12			12	
Valve, air-pump		1				1		1	1	
Valves			31½			31½			31½	
Valves			749			751			715	36
Varnish, assorted		2	1,889½			1,891½		2	1,891½	

Verdigris.....	pounds.....	693 $\frac{1}{2}$	.....	693 $\frac{1}{2}$	.....	692 $\frac{1}{2}$	.....	1	693 $\frac{1}{2}$	.....	.....	.....
Vices, assorted.....	.....	181	.....	181	.....	180	.....	1	181	.....	.....	1
Vinegar.....	quarts.....	4	.....	4	.....	.....	.....	4	4	.....	.....	.....
Vitriol.....	pounds.....	1 $\frac{1}{2}$	.....	1 $\frac{1}{2}$	.....	.....	.....	1 $\frac{1}{2}$	1 $\frac{1}{2}$	.....	.....	.....
Vouchers, (blank forms).....	quires.....	350	.....	350	.....	350	.....	.....	350	.....	.....	.....
Wafers.....	ounces.....	138	.....	138	.....	191	.....	.....	191	.....	.....	24
Wafer boxes.....	.....	.....	.....	.....	.....	3	.....	5	8	.....	.....	4
stamps.....	.....	.....	.....	.....	.....	2	.....	5	7	.....	.....	6
Wagons.....	.....	.....	.....	.....	.....	3	.....	.....	3	.....	.....	4
six-mule.....	.....	4	.....	4	.....	100	.....	.....	100	.....	.....	.....
Waiters.....	.....	.....	.....	.....	.....	6	.....	6	6	.....	.....	.....
Wallet, letter.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Washers.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
assorted.....	pounds.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3,900
Washstands.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Waste, cotton.....	pounds.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Wax.....	balls.....	595	.....	22,870	.....	15	.....	.....	15	.....	.....	.....
assorted.....	pounds.....	.....	.....	1,325	.....	.....	.....	.....	23,465	.....	.....	.....
Way, wrought-iron.....	feet.....	.....	.....	2,214 $\frac{1}{2}$	.....	.....	.....	.....	1,325	.....	.....	.....
Web.....	pieces.....	.....	.....	30	.....	.....	.....	.....	2,214 $\frac{1}{2}$	.....	.....	.....
blue.....	bolts.....	.....	.....	6	.....	.....	.....	.....	30	.....	.....	.....
Weights, paper.....	.....	.....	.....	20	.....	.....	.....	.....	6	.....	.....	.....
Wheels, ambulance.....	.....	.....	.....	.....	.....	.....	.....	.....	20	.....	.....	.....
car.....	.....	100	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
propeller.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
railroad.....	.....	.....	.....	22	.....	.....	.....	.....	100	.....	.....	.....
wagon.....	.....	400	.....	194	.....	.....	.....	.....	112	.....	.....	.....
Whip, egg.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Whips.....	.....	.....	.....	6,326	.....	.....	.....	.....	1	.....	.....	6
Whistles, steam.....	.....	.....	.....	27	.....	.....	.....	.....	6,326	.....	.....	.....
Whiting.....	pounds.....	.....	.....	1,616	.....	.....	.....	.....	27	.....	.....	.....
Wick, candle.....	pounds.....	2	.....	.....	.....	.....	.....	.....	1,616	.....	.....	.....
lamp.....	balls.....	12	.....	.....	.....	.....	.....	.....	2	.....	.....	.....
lamp.....	gross.....	2 $\frac{1}{4}$	.....	37 $\frac{1}{4}$	.....	8	.....	.....	8	.....	.....	.....
lamp.....	pounds.....	25 $\frac{1}{2}$	.....	706 $\frac{1}{2}$	.....	.....	.....	.....	35 $\frac{3}{4}$	.....	.....	.....
Wine, spirits.....	do.....	.....	.....	1	.....	.....	.....	.....	706 $\frac{1}{2}$	.....	.....	.....
Wire, assorted.....	do.....	.....	.....	1,566 $\frac{1}{2}$	.....	.....	.....	.....	1	.....	.....	.....
Wood.....	cords, feet, and inches.....	1.0.0	.....	830.5.3	.....	.....	.....	.....	1,566 $\frac{1}{2}$	.....	.....	.....
bass.....	feet.....	.....	.....	100	.....	.....	.....	.....	53.5.3	.....	.....	.....
Wrenches, assorted.....	.....	12	.....	582	.....	.....	.....	.....	100	.....	.....	.....
Yarn.....	pounds.....	127 $\frac{1}{2}$	.....	7,697	.....	.....	.....	.....	564	.....	.....	5
									6,093	.....	.....	600
									1,131 $\frac{1}{2}$	.....	.....	
									7,224 $\frac{1}{2}$	.....	.....	

A.—Report of quartermasters' stores, &c.—Continued.

Articles.	On hand July 1, 1864.	Received from officers during the year ending June 30, 1865.	Purchased during the year ending June 30, 1865.	Manufactured during the year ending June 30, 1865.	Captured, gained, taken up, &c., during the year ending June 30, 1865.	Total.	Issued and transferred during the year ending June 30, 1865.	Sold, died, lost, expended, &c., during the year ending June 30, 1865.	Total.	On hand June 30, 1865.
Zinc.....pounds.....		67	47,099	.....	.....	47,166	47,099	67	47,166	.....
Zinc.....square feet.....		50	.....	.....	.....	50	.....	50	50	.....
Zinc.....pieces.....			32	.....	.....	32	.....	.....	32	.....
Zinc.....sheets.....		3	.....	.....	.....	3	.....	3	3	.....

A true copy :

STEWART VAN VLIET,
Brevet Brigadier General.

JOHN V. FUREY,
Captain and Assistant Quartermaster.

C.—Statement of amount paid on account of rail, river, stage, and wagon transportation by Captains F. J. Crilley, Charles H. Peck, (resigned,) W. H. Bailhache, (resigned,) and W. W. Van Ness, assistant quartermasters at New York, under the direction of Brevet Brigadier General Stewart Van Vliet, chief quartermaster, department of the east, during the fiscal year ending June 30, 1865.

Kind of transportation.	PASSENGERS.				Freight.	Total.	Expenditures.	Grand total.
	Officers and men.	Prisoners of war and other rebels.	Civilians.	Total.				
Railroads.....	\$785,423 37	\$43,228 08	\$25,934 25	\$854,585 70	\$59,921 91	\$914,507 61	\$1,064 00	\$915,571 61
Steamboats, barges, &c.....	130,579 12	3 50	390 58	130,973 20	192,289 65	323,262 85	3,815 67	327,078 52
Stages.....	1,052 26	80 00	13 90	1,146 16	80 00	1,226 16	.....	1,226 16
Wagons, &c.....	3,599 93	20 00	103 50	3,723 43	158,809 77	162,533 20	274 70	162,807 90
Total.....	920,654 68	43,331 58	26,442 23	990,428 49	411,101 33	1,401,529 82	5,154 37	1,406,684 19

A true copy:

STEWART VAN VLIET,
Brevet Brigadier General, &c.

JOHN V. FUREY,
Captain and Assistant Quartermaster.

C C.—Statement of amount paid on account of ocean and lake transportation by Captains F. J. Crilley, Charles H. Peck, (resigned,) W. H. Bailhache, (resigned,) and W. W. Van Ness, assistant quartermasters at New York city, under the direction of Brevet Brigadier General Stewart Van Vliet, chief quartermaster, department of the east, during the fiscal year ending June 30, 1865.

Kind of transportation.	PASSENGERS.				Freight.	Total.	Expenditures.	Grand total.
	Officers and men.	Prisoners of war and other rebels.	Civilians.	Total.				
Ocean and lake.	\$50,288 04	.....	\$586 02	\$50,874 06	\$755,880 26	\$806,754 32	\$2,228,097 60	\$3,034,851 92
Total.....	50,288 04	.....	586 02	50,874 06	755,880 26	806,754 32	2,228,097 60	3,034,851 92

A true copy:

STEWART VAN VLIET,
Brevet Brigadier General, &c.

JOHN V. FUREY,
Captain and Assistant Quartermaster.

D.—*Statement of all stores transported by Brevet Brigadier General Stewart Van Vliet, quartermaster United States army, at New York city, during the fiscal year ending June 30, 1865.*

Kind of transportation.	ANIMALS.					STORES.					
	No. of horses.	No. of mules.	No. of cattle.	No. of sheep.	Total.	Tons commissary subsistence stores.	Tons quartermasters' stores.	Tons ordnance stores.	Tons medical stores.	Miscellaneous.	Total.
Railroads	22,470	100	.....	.....	22,570	74,306	30,319	29,816	9,307	319	144,067
Steamboats, barges, &c.....	74	.....	6,628	2,147	8,849	150,819	68,314	36,309	11,809	10,816	278,067
Total not owned by government	22,544	100	6,628	2,147	31,419	225,125	98,633	66,125	21,116	11,135	422,134
Steamboats, barges, &c., owned by government.....	.....	.....	327	653	980	17,840	6,840	29,314	3,203	2,014	59,211
Grand total	22,544	100	6,955	2,800	32,399	242,965	105,473	95,439	24,319	13,149	481,345

STEWART VAN VLIET,
Brevet Brigadier General and Quartermaster.

A true copy:

JOHN V. FUREY,
Captain and Assistant Quartermaster.

No. 105.

WASHINGTON, D. C., *Ju'y* 27, 1865.

GENERAL: At your request, I furnish you with the following data, obtained in my recent trip from Santa Fé, New Mexico, to Fort Leavenworth, Kansas.

There are two old and well-established routes from Fort Union (the main depot of supplies for the troops in New Mexico) to Fort Leavenworth, viz: the "Raton" and the "Cimarron" routes. The former passes over the Raton mountain, crossing the Pingatorie and Timpia rivers and the Arkansas river at Bent's Old Fort; then down that stream, passing Fort Lyon, Colorado Territory, forty miles below; thence ninety miles to Chotcan's island, where it unites with a branch of the Cimarron route, called Aubrey's Cut-off; thence down the river eighty miles to where the Cimarron route crosses the Arkansas river. The two routes unite at this point, known as the Cimarron crossing, and form one route to Fort Leavenworth. The grass on the Raton route is generally good and abundant, but the distance is one hundred miles further than by the Cimarron, and the road is much worse. Fort Lyon, on the Raton route, is a collection of stone buildings erected in 1860-'61 by six companies of the then first United States cavalry, under the late General Sedgwick, then lieutenant colonel of that regiment. Nothing of any consequence has been done to the buildings since he left them. They are incomplete, but habitable, and are, or were as I passed, occupied, I believe, by three small companies of Colorado volunteers. The animals, both horses and mules, of this command, were not in very good order, which was attributed to the want of grain, of which they had been without entirely for several months until a few days before I passed, when a large supply was received from Fort Leavenworth. The grain for this post should come from the settlements on the Arkansas river, which commence some sixty-five miles above the post, and from those on the Hunfans and Pingatorie rivers, tributaries of the Arkansas from the south, and from which it could be hauled at certainly less

expense than from Fort Leavenworth. The crops through the section above referred to I examined closely, and they promise an abundant harvest. Hay can be had in any quantity within from three to ten miles of the post, and should not cost over fifteen or twenty dollars per ton, delivered and stacked. The quartermaster and commissary stores are in some buildings known as Bent's New Fort, about one mile below, on the river. It would, I think, be better if the post were completed and the stores provided with storage there.

The Cimarron route branches off from the Raton at or near Fort Union in a northeasterly direction, crosses the Oeato creek, Red river, McHus, Whetstone, and Rabbit Ear creeks, Cimarron river where the Aubrey Cut-off branches in a northern direction, Sand creek, and a sand desert of fifty or sixty miles, to the Arkansas river, which it crosses, uniting with the Raton route. The grass on the Cimarron route is as good as on the other, but the fuel and water not so plentiful; yet there is enough for passing trains. During very dry seasons the water is quite scarce, and some of it, especially at the Cimarron river, is brackish. It is the route, however, generally travelled by merchants' trains, and now that rebel raids from Arkansas and Texas are not to be feared, should be the route travelled by the government contractors, as it is nearly, if not quite, one hundred miles shorter than the Raton route, and the contract is so much per one hundred pounds per one hundred miles. The only encampment of troops on this route is at Cedar bluffs, a point near what is known as Upper Cimarron spring, about one hundred and forty miles from Fort Union, or nearly half way between that post and the Cimarron crossing, which is just three hundred miles. This encampment consists of three companies of volunteers under Colonel Christopher Carson, and is supplied from Fort Union. The command will return to Fort Union in November. A permanent camp or post should be established on this route at or near the present one of Colonel Carson's, where fuel and water can be procured in sufficient quantities. Three companies, one of cavalry and two of infantry, would suffice for the garrison.

From the Cimarron crossing, where the two routes unite, the road passes down the river about thirty miles to Fort Dodge. This post consists of a few huts made of poles set endwise in the ground and covered with dirt and tents, enclosed by a ditch and a dirt embankment, and garrisoned, I believe, by five companies of volunteers under a Major Armstrong. A few days before I passed two Indians drove off almost all the public animals from this post. These had hardly gotten the stock away before a large number of their people, estimated variously at from 500 to 5,000, showed themselves on the surrounding hills.

The grain for Fort Dodge is hauled from Forts Riley and Leavenworth. Hay is abundant in the river bottom near the post, and should not cost over twenty dollars per ton, delivered and stacked. Fuel and building material, like that used in making the huts that they now have, can, I was informed by the post quartermaster, be obtained in sufficient quantities within fifteen miles of the post on either side of the river.

From Fort Lyon to Fort Dodge, a distance of about two hundred miles, there are no troops. I am of the opinion that a four-company post, two of cavalry and two of infantry, should be established about half way between these two posts, and that if the troops were active it would protect the travel more from the Indians than anything else that could be done.

The road passes down the river from Fort Dodge for some eight or ten miles, there divides—one part, of one hundred miles in length, following the river, with plenty of water; the other passing over the ridge, without water in dry seasons, cutting off some thirty miles, and uniting with the river route at Fort Larned, on Pawnee fork. Fuel on these two roads is scarce, and trains are almost entirely dependent for it on the dried excrement of buffalo and the cattle of trains, familiarly known as "buffalo chips." The grass is good.

Fort Larned is a post of four companies, some sixty-five miles by the ridge

road and one hundred miles by the river road, below Fort Dodge. It was built in 1858, '59, and '60, of logs set endwise in the ground and roofed with earth. It is on the Pawnee fork, but too far from the road, is surrounded by an abundance of fuel, water, and good grazing. Hay can be cut within a few miles of the post, at a cost, I should think, of about twenty dollars per ton, delivered. It is a proper place for a military post, and should be the depot of supplies for any troops acting against Indians on that line. The grain for this post comes from Forts Riley and Leavenworth. It can and should come from the country around Council Grove and Fort Riley, and thus save at least transporting it one hundred miles.

At Fort Larned the road again divides, one part, a new route, by way of Fort Riley, Kansas. There are troops on this route at Fort Ellsworth, where the road crosses the Smoky Hill fork of the Kansas river, at Fort Riley and at Topeka. The other route (the old Santa Fé trail) continues down the Arkansas river some fifty miles, crosses Walnut, Cow, and Little Arkansas creeks, to Council Grove, at all of which points are troops; thence via Burlingame and Lawrence, to Fort Leavenworth, Kansas.

For any further information with regard to distance, &c., I would respectfully refer you to the accompanying journal of my last trip across the plains.

Very respectfully, your obedient servant,

J. C. McFERRAN,
Major and Quartermaster.

Brevet Major General M. C. MEIGS,
Quartermaster General U. S. A., Washington, D. C.

WASHINGTON, D. C., *October 4. 1865.*

GENERAL: In obedience to verbal orders from you, I submit the following as my report of my recent trip from Santa Fé, New Mexico, to Fort Leavenworth, Kansas:

I left Santa Fé June 5, 1865; traveled twenty-five miles through pine and pinon timber, with fine water and grass, and over a fair road to Kosloski's ranche.

June 6.—Left Kosloski's at 6 a. m.; passed over the same character of country, twenty-two miles, to the town of San José; there crossed the Pecos river, a beautiful mountain stream; continued on ten miles to Bemal spring, and camped, with wood, water, and good grass; road good, as a general thing; traveled thirty-two miles.

June 7.—Left camp at 6½ a. m.; marched five miles over a bad road, well timbered and good grass, to the town of Iscolate, on a creek of the same name; twelve miles further over a good road through a wooded country to Los Vegas, on the Rio Gallenos. From this place two roads lead to Fort Union, called respectively "the long" and "the short" routes, the former being five miles longer than the latter; I traveled over the long route, a smooth prairie, and generally used, to the Rio Sapio, seventeen miles; crossed that stream and camped, having traveled that day thirty-four miles.

June 8.—Left camp at 6½ a. m.; marched one and a half mile, and crossed the Rio Moro at Watson's and Kroimg's ranche; then six miles further, and camped at Fort Union, lying over the rest of the day for a refit, escort, rations, &c.

June 9.—Left camp at 7½ a. m., travelling by the "Raton" route over a rolling prairie eighteen miles to the Rio Ocate, one of the points from which hay is procured for Fort Union; continued twelve miles further to Sweet Water creek, and camped; wood, water, and grass abundant; road bad; distance travelled, thirty miles.

June 10.—Left camp, passing over a wretchedly bad road for ten miles through the town of Rayado, crossing a stream of same name at the town; marched over a rough, broken, and hilly road twelve miles further to Maxwell's ranche, where crossed the Colorado Chiquito river; two miles further crossed the Rio Ponio, and camped on the hills one mile this side, making twenty-three miles this day. Road very bad, but wood, water and grass in plenty.

June 11.—Left camp at 6½ a. m.; marched fourteen miles over a good road to Rio Vennejo; bad crossing; twenty-three miles further brought me to the Red river, where camped; wood, water, and grass good. Marched thirty-seven miles.

June 12.—Left camp at 6½ a. m.; crossed Red river; marched ten miles, and commenced the ascent of the Raton mountains, four miles to the summit; descended three miles, struck a mountain stream and a good road, with a toll-gate on it, thirteen miles further to the town of Trinidad, Colorado Territory, on the Rio Pingatoire; crossed the stream, and passing on one mile, camped with wood, water, and grass plenty; marched thirty-one miles. Hearing that the Arkansas river was not fordable at Bent's Old Fort, the usual crossing of the Raton route, I concluded to strike directly north for a bridge near Pueblo, Colorado Territory, where I could *certainly* cross the river, although it was fully one hundred and forty miles out of my way.

June 13.—Left camp at 6 a. m.; moved over rolling prairie road, with fine grass and timber in spots, but no water; thirty-five miles to water-holes, and camped.

June 14.—Left camp at 6 a. m.; passed over same class of country twenty-five miles to the Rio Huessamo, at Craig's ranche, and camped with wood, water, and grass abundant.

June 15.—Left camp at 1 p. m.; marched twelve miles; crossed the Greenhorn creek, and camped; wood, water, and grass plenty.

June 16.—Left camp at 6 a. m.; marched four miles; crossed the Rio San Carlos; marched nine miles, and crossed the Arkansas river on a common bridge, made of poles or logs laid from bank to bank, with a rude pole flooring. The river banks at this place are of solid rock, fifteen feet above high water, and the river itself is not over thirty-five feet wide, if that. From here struck down the Arkansas; marched seven miles to the town of Pueblo; two miles further passed the Fontaine que Bouche, a tributary from the north to the Arkansas; traveled ten miles further, passing fine farms of corn, wheat, &c., and camped on the river, with wood, water, and grass. Road this day good; marched thirty-two miles.

June 17.—Left camp at 6 a. m., travelling down the river forty miles, over a good road, passing many farms, and camped with wood, water, and grass.

June 18.—Left camp at 6 a. m.; marched twenty-eight miles down the Arkansas to Bent's Old Fort; continued on fourteen miles, and camped with good grass and water; wood scarce; made forty-two miles.

June 19.—Started at 6 a. m.; marched twenty-six miles down the river to Fort Lyon; camped for four hours to draw rations, shoe animals, and refit; at 3 p. m. started; marched twelve miles and camped on the river for the night.

June 20.—Left camp at 6 a. m.; continued down the Arkansas thirty-five miles, and camped; road good, grass plenty, and wood in clumps of cottonwood along the river.

June 21.—Left camp at 6 a. m.; marched thirty-six miles to camp, following the course of the river, sometimes close to its bank, and at others passing over spurs of hills one, two, and three miles from the river; grass and water abundant, with buffalo chips for fuel.

June 22.—Left camp at 5½ a. m.; marched five miles to Choteau's island, where Aubrey's Cut-off crosses the river and joins the Raton route; marched forty miles and camped on the river; road good; grass and water good; fuel scarce, being buffalo chips.

June 23.—Left camp at 6 a. m.; marched twenty-eight miles to Fort Dodge; thence fifteen miles to ponds of water on the ridge route, and camped.

June 24.—Left camp at 5 a. m.; marched forty-five miles, and camped near Fort Larned. From that point followed the old Santa Fé trail to Fort Leavenworth, Kansas, where I arrived July 4, 1865, just thirty days from Santa Fé, having traveled about nine hundred miles.

All of which is respectfully submitted.

J. C. McFERRAN,
Major and Quartermaster.

Brevet Major General M. C. MEIGS,
Quartermaster General U. S. A., Washington, D. C.

WASHINGTON, D. C., *July 26, 1865.*

GENERAL: In obedience to your verbal instructions of yesterday, and without other data than such as my memory furnishes, I proceed to give you a synopsis of my services as chief quartermaster, department of New Mexico, from the first of October, 1862, to the present time.

On the first of October, 1862, I relieved Brevet Lieutenant Colonel James L. Donaldson, quartermaster United States army, as chief quartermaster of the department. Colonel Donaldson transferred to me a list of the estimated indebtedness of the quartermaster's department, which had accrued under him as chief quartermaster of the department of New Mexico, amounting to over four hundred and twenty-five thousand dollars. I afterwards found the indebtedness to be about one hundred thousand dollars *more*. The credit of the department was very low, and certified vouchers selling at a ruinous discount. Almost all the supplies at Albuquerque, a subsistence depot, and at Santa Fé, the headquarters of the department, had been destroyed by the officers in charge of them, to prevent their falling into the hands of the enemy; Fort Fauntleroy was abandoned, and many of the stores at that point were also destroyed, which, with the abandonment of Forts Fillmore and Stanton, and consequent losses of government property, left the troops in New Mexico with very limited supplies. All this occurred before I became chief quartermaster, and had been but partially remedied. By great exertions, assisted by Captain H. M. Enos, assistant quartermaster, and all my other assistants, and sustained by yourself and the department commander, most of the outstanding debts were paid off, the credit of the quartermaster's department restored, and the troops comfortably supplied.

Immediately after I became chief quartermaster, a force of six or more companies was put into the field against the Apache tribe of Indians, in and around Fort Stanton, and kept actively engaged almost all winter. These troops were well supplied, and the campaign resulted in the surrender of over four hundred out of some six or seven hundred, of which the tribe consisted, and in placing them on a reservation near Fort Sumner, one hundred and twenty miles east of Fort Stanton. The transportation of these Indians to their new home was a duty that devolved upon, and was promptly performed by, the quartermaster's department. During the continuance of the campaign, the new posts of Forts Sumner and Wingate, the latter to replace Fort Fauntleroy in the country occupied by the Navajo Indians, had to be located and commenced; the quarters at Fort Stanton and Santa Fé, which had been recklessly burned, had to be repaired; the corrals and stabling at Santa Fé, which were insufficient and miserable, had to be rebuilt almost entirely. It also became necessary to erect suitable buildings at or near Fort Union, (which the Texan invasion demonstrated as the proper point for the main supply depot,) to quarter the garrison, and properly secure the supplies for the entire department—of the subsistence and quartermaster's departments, and of clothing and equipage. This work was

promptly commenced, and much of it has been completed; the remainder is rapidly approaching completion.

Three other posts—Fort Whipple, in Arizona Territory, near Prescott, the seat of government of that Territory, and over three hundred and fifty miles west from Albuquerque, New Mexico; Fort Cumming, sixty miles west of the Mesilla valley, on the old Butterfield route to California from Little Rock, Arkansas; and Fort Bascom, New Mexico, on Red river, about one hundred and ten miles southeast of Fort Union—were located, commenced, and are far advanced towards completion.

In the summer of 1863, a large force was organized and put into the field against the Navajo tribe of Indians, the hereditary despoilers of the people of New Mexico for over two hundred years, who number in men, women, and children at least ten or eleven thousand souls. Captain A. B. Carey, 13th United States infantry, one of the best officers in our or any other service, consented, at my request, to act as chief quartermaster of the expedition. Under his able administration, the troops were amply supplied with every facility to carry on the campaign, even through an unprecedented hard winter, and it resulted in the surrender and transfer of over nine thousand of the tribe to a reservation over four hundred miles from their hereditary homes. This was made by and at the expense of the quartermaster's department, with mule and ox wagons, over a desert almost destitute of forage, and but little water except at a few points. The quartermaster's department was required, and did furnish blankets, cooking utensils, much of the subsistence, &c., for this large number of people. The grain furnished for their subsistence by the quartermaster's department was afterwards paid for at cost by the subsistence department. After their location on the reservation, they were furnished by the quartermaster's department with farming implements, animals, &c., to assist them in opening farms.

Other large and small commands were put into the field against the Comanche, Kiowa, and other hostile tribes, and all well equipped and supplied with all that pertains to the quartermaster's department, and necessary for their efficiency.

Owing to the demand caused by the necessity of feeding corn and wheat to captured Indians on the reservation, the price of those articles increased very much, and it became necessary to reduce the grain rations to animals to six and seven pounds each per day. This resulted in the loss of a number of horses and mules, and the reduction in the efficiency of all public animals, but not to that extent as to interfere materially with the business of the department; most of the freighting from the main depot to the various posts being done under contract.

In addition to the posts mentioned above as having been located and undergoing repairs or being built, there are two others which were located this summer, and are under construction at this time, viz: Fort MacRae, about forty miles south of Fort Craig, New Mexico, six miles off the line from Santa Fé to El Paso, and on what is known as the "Jornada del Muerto," or dead man's journey, a desert in a bend of the Rio Grande, almost destitute, for eighty miles, of water; and Fort Seldon, at the other end of the "Jornada," where the road comes down to the river. Each of these posts is for quartering two companies, one of cavalry and one of infantry, and they are very important.

The grain for the various posts has usually been purchased in open market at prices approved by the chief quartermaster, and until the last two or three years in sufficient quantities, from the producers and merchants, to answer all demands. For the last three years, the drought and insects have destroyed so much grain, that corn has had to be sent out from Fort Leavenworth, Kansas. These causes, and the unprecedented rise in the Rio Grande, which has ruined

almost all the crops on its banks, have this year reduced the amount raised in New Mexico to less than was ever known before.

Hay for the use of the animals is obtained in the vicinity of the posts, and by contract, at an average cost of about forty-five dollars per ton of 2,240 pounds. Some years the crop is short, but usually sufficient can be had to last the winters.

The department of New Mexico embraced, for most of the time that I was chief quartermaster, the entire Territories of New Mexico and Arizona, and a part of northwestern Texas.

The sources of supplies for troops in the department were St. Louis, Missouri, Fort Leavenworth, Kansas, and other points east of those.

From Fort Leavenworth the transportation of these supplies is by ox and mule wagons, through the Indian country, a distance of seven hundred and fifty miles to the main depot for the department at Fort Union, New Mexico. Then they are received and stored, and from thence distributed as required, by wagon transportation, to the various posts and commands. Their distribution, as well as transportation from Fort Leavenworth to the depot, Fort Union, is done by contract, awarded to the lowest responsible bidder, after due public notice; that from Fort Leavenworth to Fort Union being given out by the depot quartermaster at Fort Leavenworth, and that from Fort Union to the various posts by the chief quartermaster, department of New Mexico. This course I consider the best for the United States.

The headquarters of the department are at Santa Fé, the capital of the Territory, and comprising about 6,500 souls, mostly Mexicans. The city, like all other towns in New Mexico, is built of sun-dried bricks, or adobes, twenty inches long, ten inches wide and four inches thick, some larger and some smaller. The houses constructed of these bricks are cool in summer and warm in winter, are generally one story high, and present at a distance the appearance of a collection of brickkilns.

The above is as full a report as I can make without access to my papers, and for further details I would respectfully refer you to my previous annual report, now in your office.

I think that the quartermaster's department in New Mexico has been as efficient and has met with fewer losses and fewer dishonest agents than in any part of the United States, from the 1st of October, 1862, to the present time; and deducting the indebtedness of my predecessor when I relieved him, and the cost of the repairs to public buildings, &c., made necessary by damage, abandonment, &c., before I became chief quartermaster, I challenge a comparison of my expenditures with those of any previous year's, confident of its being favorable. I know it will be, if the difference between gold and treasury notes and the increased price of everything consequent upon the war, is taken into consideration.

Very respectfully, your obedient servant,

J. C. McFERRAN,
Major and Quartermaster.

Brevet Major General M. C. MEIGS,
Quartermaster General U. S. A., Washington, D. C.

No. 106.

DEPOT QUARTERMASTER'S OFFICE,
Cincinnati, Ohio, September 5, 1865.

GENERAL: In compliance with General Orders No. 39, current series, from your office, I have the honor to submit this my annual report for the fiscal year ending June 30, 1865. My last annual report was forwarded on October 1, 1864.

This report embraces the following named papers, which are herewith, viz :

Statement of public moneys for which I have been responsible during the year, marked No. 1.

Form "A," statement of quartermaster's property for which I have been responsible during the year, marked No. 2.

Abstract of contracts for clothing and equipage, made by me during the year, marked No. 3.

Statements according to forms "B," "C," "C C," "D," "E," "F," and "G," are not forwarded, because not required, from the nature of my duties during the year.

From June 30, 1864, until September 16 of that year, I had immediate charge of the clothing and equipage branch of the department at this depot. On the latter date I was relieved by Colonel W. W. McKim, quartermaster's department, having tendered my resignation as captain and assistant quartermaster United States army some time previously.

By Special Orders No. 75, Adjutant General's office, February 15, 1865, I was assigned as chief quartermaster of this depot, with the rank of colonel, quartermaster's department, and ordered to relieve Colonel W. W. McKim, quartermaster's department, then in charge of this depot, which I did on February 22, 1865, under which order I still continue to serve. As the clothing and equipage branch constitutes the main portion of the business of the depot, such remarks and information as I can furnish in relation thereto will be submitted in connexion with the annual report called for by you in letter of August 1, 1865, which report is being prepared as speedily as possible.

Very respectfully, your obedient servant,

C. W. MOULTON,
Colonel and Depot Quartermaster.

Brevet Major General M. C. MEIGS,
Quartermaster General U. S. A., Washington, D. C.

A true copy :

JOHN V. FUREY,
Captain and Assistant Quartermaster.

No. 1.—*A statement of public moneys for which Colonel C. W. Moulton, depot quartermaster at Cincinnati, Ohio, has been responsible during the fiscal year ending June 30, 1865.*

On hand July 1, 1864.....	\$0 00
Received from officers during the year.....	10, 429, 618 89
Received from Treasury Department during the year.....	23, 457, 996 90
Received from sales of property during the year.....	16, 285 11
Total.....	33, 903, 900 90
Expended during the year.....	\$18, 252, 552 18
Transferred to officers during the year.....	13, 034, 772 31
Remaining on hand June 30, 1865.....	2, 616, 576 41
Total.....	33, 903, 900 90

Balance on hand June 30, 1865, deposited as follows :

Certificate of indebtedness.....	\$2, 357, 848 94
First National Bank, Philadelphia.....	231, 838 15
First National Bank, Cincinnati.....	12, 322 45
Assistant treasurer United States, New York.....	14, 038 35
Cash in office safe.....	528 52
	2, 616, 576 41

C. W. MOULTON,
Colonel and Depot Quartermaster.

A true copy :

JOHN V. FUREY,
Captain and Assistant Quartermaster.

A.

No. 2.—*Statement of quartermasters' property for which Colonel C. W. Moulton, depot quartermaster at Cincinnati, Ohio, has been responsible during the fiscal year ending June 30, 1865.*

Articles.	On hand July 1, 1864.	Received from officers during the year ending June 30, 1865.	Purchased during the year ending June 30, 1865.	Manufactured during the year ending June 30, 1865.	Captured, gained, &c., during the year ending June 30, 1865.	Total.	Issued and transferred.	Sold, issued, expended, &c.	Total.	On hand June 30, 1865.
Books, blank.....number.....		9	1			10		10	10	
Boxes, file.....do.....		21				21	5	16	21	
Brooms.....do.....		1				1		1	1	
Buckets, coal.....do.....		1				1	1		1	
Chairs.....do.....		4				4	4		4	
Desks.....do.....		4				4	4		4	
Envelopes.....do.....			100			100		100	100	
Erasers, ink.....do.....		6				6	6		6	
Erasers, rubber.....do.....		12				12		12	12	
Folders, paper.....do.....		6				6	6		6	
Horses.....do.....		1				1				1
Ink, bottles.....do.....		1				1			1	
Matting, cocoa.....yards.....			102 $\frac{1}{4}$			102 $\frac{1}{4}$		102 $\frac{1}{4}$	102 $\frac{1}{4}$	
Paper, abstract.....quires.....		8				8		8	8	
Paper, legal cap.....do.....			10			10		10	10	
Paper, special order.....do.....			10			10		10	10	
Pokers, fire.....number.....		1				1	1		1	
Presses, letter.....do.....		1				1	1		1	
Shovels, fire.....do.....		1				1	1		1	
Tables.....do.....		2				2	2		2	

Respectfully referred to the Quartermaster General, in connexion with my annual report for the above-named year.

C. W. MOULTON,
Colonel and Depot Quartermaster.

A true copy :

JOHN V. FUREY,
Captain and Assistant Quartermaster.

Abstract of contracts for clothing and equipage made by Colonel C. W. Moulton, depot quartermaster at the Cincinnati depot, for the fiscal year ending June 30, 1865.

Date of contract.	No. of contract.	Contractor.	Articles.	Quantity.	Price.	Amount.
Sept. 14, 1864	552	A. Simpkinson & Co.	Pairs bootees, pegged.	6,000	\$2 45	\$14,700 00
	558	E. P. Fenton & Co.	do.	40,000	2 35	94,000 00
	559	J. B. Walcott.	do.	6,000	2 35	14,100 00
	559	do.	do.	12,000	3 37½	28,500 00
	560	R. M. Pomeroy & Co.	do.	25,000	2 39	59,750 00
	561	A. & A. B. Keith.	do.	6,000	2 39	14,340 00
	562	do.	do.	10,000	2 42½	24,250 00
	563	R. M. Pomeroy & Co.	do.	10,000	2 40	24,000 00
	564	Potter, White & Bayley.	do.	11,000	2 45	26,950 00
	565	A. Simpkinson & Co.	do.	13,000	2 35	30,550 00
	566	do.	do.	10,500	2 37½	24,937 50
	567	do.	do.	10,000	2 40	24,000 00
	569	J. B. Walcott.	do.	6,000	2 40	14,400 00
	570	A. Simpkinson & Co.	do.	5,000	2 43	12,150 00
	572	do.	do.	1,500	2 45	3,675 00
	573	A. & A. B. Keith.	do.	10,000	2 45	24,500 00
	577	A. Simpkinson & Co.	do.	6,000	2 40	14,400 00
				188,000	.....	449,202 50
Sept. 14, 1864	553	W. F. Thorne & Co.	Pairs boots, pegged.	5,000	3 99½	19,983 33
	554	do.	do.	4,000	3 99½	15,986 66
	555	A. Simpkinson & Co.	do.	12,000	4 00	48,000 00
	556	R. M. Pomeroy & Co.	do.	25,000	4 08½	102,083 33
	557	A. Simpkinson & Co.	do.	21,600	4 08½	88,200 00
	558	do.	do.	18,000	3 91½	70,500 00
	571	R. M. Pomeroy & Co.	do.	15,000	4 12½	61,875 00
March 1, 1865	1	A. Simpkinson & Co.	do.	5,000	3 66½	18,333 34
March 2, 1865	2	R. M. Pomeroy & Co.	do.	10,000	3 66½	36,666 67
March 3, 1865	5	Wm. Clafin & Co.	do.	10,000	3 35	33,500 00
	6	do.	do.	10,000	3 37½	33,750 00
	7	Robinson & Longley.	do.	24,000	3 41	81,840 00
	8	L. Fullam.	do.	6,000	3 33½	20,000 00
	9	A. Simpkinson & Co.	do.	24,000	3 41	81,840 00
	10	N. P. Coburn.	do.	10,000	3 39	33,900 00
				199,600	.....	746,458 33
Sept. 12, 1864	549	J. Lord, jr.	G. W. blankets.	30,000	7 75	232,500 00
Aug. 29, 18 4	531	A. Rose.	do.	40,000	7 50	300,000 00
	532	Heidelback, Seasongood & Co.	do.	5,000	7 75	38,750 00
	533	L. L. Harding.	do.	25,000	7 75	193,750 00
Sept. 3, 1864	544	George D. Parish & Co.	do.	8,000	7 75	62,000 00
	545	L. L. Harding.	do.	25,000	7 75	193,750 00
	546	A. Rose.	do.	25,000	7 50	187,500 00
	547	Heidelbach, S. & Co.	do.	10,000	7 75	100,750 00
				168,000	.....	1,309,000 00
Aug. 29, 1864	534	Union Rubber Company.	R. P. T. blankets.	50,000	5 60	280,000 00
	535	do.	do.	35,000	5 45	190,750 00
				85,000	.....	470,750 00
Aug. 29, 1864	536	W. Lazelle.	G. P. P. T. blankets.	25,000	5 40	190,750 00
Mar. 11, 1865	20	H. P. Fry & Co.	Yards ¼ D. B. cloth.	44,000	2 69	118,360 00
Mar. 22, 1865	22	Rockwell & Scott.	do.	50,000	2 60	130,000 00
				94,000	.....	248,360 00
Aug. 24, 1864	526	H. S. McComb.	Yards 10-ounce duck.	100,000	1 65	165,000 00
	527	L. L. Harding.	do.	100,000	1 65	165,000 00
	528	C. Slade.	do.	150,000	1 65	247,500 00
				350,000	.....	577,500 00
Aug. 24, 1864	529	C. Slade.	Yards 12-ounce duck.	200,000	1 98	396,000 00
	530	L. L. Harding.	do.	200,000	1 98	396,000 00
				400,000	.....	792,000 00
Mar. 17, 1865	23	George W. Jones.	Yards 7-ounce duck.	20,000	56	14,000 00

Abstract of contracts for clothing and equipage, &c.—Continued.

Date of contract.	No. of contract.	Contractor.	Articles.	Quantity.	Price.	Amount.
Mar. 17, 1865	24	G. Brewer & Co.....	Yards 8-ounce duck	120,000	\$0 57½	\$69,000 00
April 1, 1865	27	C. Slade.....	Yards ¼ blowse flannel.....	100,000	87	87,000 00
	28	J. Talcott.....	do.....	200,000	92	184,000 00
	29	J. Woodhead.....	do.....	200,000	94	188,000 00
				500,000	.....	459,000 00
Sept. 19, 1864	576	A. Rose.....	Haversacks.....	100,000	1 10	110,000 00
Mar. 11, 1865	15	Th. Hargreaves.....	Yards ¼ S. B. kersey.....	50,000	1 40	70,000 00
	16	do.....	do.....	30,000	1 38	41,400 00
	17	R. A. Francis.....	do.....	500,000	1 49½	748,125 00
	18	I. H. Fenland.....	do.....	33,000	1 50	49,500 00
	19	S. & H. Sayles.....	do.....	250,000	1 50	375,000 00
				863,000	.....	1,284,025 00
Sept. 19, 1864	574	E. Robinson.....	Knapsacks.....	100,000	3 17	317,000 00
	575	Mann, Hanna & Co.....	do.....	50,000	3 09	154,500 00
				150,000	.....	471,500 00
Sept. 3, 1864	537	L. L. Harding.....	G. F. shirts.....	100,000	2 60	260,000 00
	538	J. T. Martin.....	do.....	100,000	2 44	244,000 00
	539	do.....	do.....	300,000	2 57	771,000 00
	540	Heidelbach, S. & Co.....	do.....	55,000	2 47	136,125 00
				555,000	.....	1,411,125 00
Mar. 3, 1865	11	T. Davidson & Co.....	Spades.....	15,000	1 29½	19,462 50
	12	J. J. Messerroe.....	do.....	10,000	1 29	12,900 00
				25,000	.....	32,362 50
Sept. 3, 1864	541	W. H. Jones.....	Pairs stockings.....	300,000	50	150,000 00
	542	James Rockwell.....	do.....	50,000	49	24,500 00
	543	J. J. Messerroe.....	do.....	100,000	50	50,000 00
				450,000	.....	224,500 00
July 15, 1864	518	J. T. Martin.....	Pairs trousers, foot.....	50,000	4 19	209,500 00
	519	William B. Oliver.....	do.....	30,000	4 40	132,000 00
	520	Jno. Boylan.....	do.....	10,000	4 40	44,000 00
July 19, 1864	525	J. D. Baldwin & Co.....	do.....	20,000	4 40	88,000 00
Sept. 3, 1864	548	B. Simon.....	do.....	20,000	5 40	108,000 00
				130,000	.....	581,500 00
Mar. 3, 1865	3	J. D. Baldwin & Co.....	Pairs trousers, mounted..	40,000	5 64	225,600 00
	4	H. P. Wilbur.....	do.....	60,000	5 58	334,800 00
				100,000	.....	560,400 00
Mar. 21, 1865	25	I. W. Wayne & Co.....	Yds. 1-in. cotton webbing.	20,000	*3 90	541 67
	26	do.....	Yds. 1½-in. cotton webbing	40,000	*7 75	2,152 78
				60,000	.....	2,694 45

* Per piece of 144 yards.

Respectfully referred to the Quartermaster General, in connexion with my annual report for the above-named year.

C. W. MOULTON, Colonel and Depot Quartermaster.

DEPARTMENT QUARTERMASTER'S OFFICE, Cincinnati, O., Sept. 5, 1865.

A true copy:

JOHN V. FUREY, Captain and Assistant Quartermaster.

No. 107.

CHIEF QUARTERMASTER'S OFFICE,

St. Louis, Missouri, September 19, 1865.

GENERAL: In compliance with General Orders No. 39, Quartermaster General's office, Washington, July 1, 1865, I have the honor to call your

attention to my last annual report, forwarded to your office September 20, 1864, and to report as follows:

During the fiscal year ending June 30, 1865, I was stationed on duty at St. Louis, Missouri, as chief quartermaster of the department of the Missouri and of the St. Louis depot. As chief quartermaster of the depot I have superintended the procurement and issue of all kinds of quartermasters' supplies required, not only for troops serving in the department of the Missouri, but for those operating in remote sections of country, and having for their bases the depots of Cairo, Memphis, Nashville, Duvall's Bluff, Little Rock, Fort Smith, Fort Leavenworth, &c., &c., which have, to a greater or less extent, been supplied from the depot under my control.

From, and previous to, the commencement of the period for which the report is required, until the 30th of November, 1864, I had, in addition to my other duties, personal charge of the procurement and issue of mules and artillery horses, wagons, ambulances, harness, &c., &c., at this depot. On that date, (November 30,) by your order, the public animals were transferred to Captain Ingham Coryell, assistant quartermaster, and the affairs pertaining to the first division of the quartermaster's department here became a separate establishment, under the control of Captain Coryell, orders affecting the same proceeding direct to him from Washington.

Soon after, I transferred the wagons, ambulances, harness, &c., to Captain J. L. Woods, assistant quartermaster, who still, under my direction, has charge of that species of property.

In the month of October, 1864, the prosecution of the campaign in this State against the rebel General Price rendered it necessary that the divisions of Generals A. J. Smith and Joseph Mower (which had been suddenly brought into this department to meet the pressing emergency then existing) should be newly outfitted and equipped at this depot, for the work before them. This was done promptly, without an hour's unnecessary delay, and the troops went forward in good time to the points where they were needed.

The several expeditions against the Indians, organized and conducted by General Sully during the period under consideration, were equipped and supplied from here.

The materials required for constructing the new posts established in the Indian country were drawn from this depot.

During the fiscal year I received and disbursed more than fifty millions of dollars of public funds, as shown by the enclosed statement, involving an immense amount of labor and responsibility, in the payment of vouchers issued at this depot, in the department of the Missouri and Arkansas, and at the several military posts on the Mississippi river as far down as Natchez, Mississippi, and in supplying with funds, for the payment of their employés, the officers serving within the scope of country above defined.

I have the honor to transmit herewith the statements required as follows: 1. Statement of quartermasters' property, Form "A;" 2. Statement of public moneys; 3. Statement of amount paid for rail, river, stage, and wagon, (other than government wagon,) transportation, Form "C."

The other paragraphs and forms required do not come under the scope of my duties.

I am, general, very respectfully, your obedient servant,

WILLIAM MYERS,

Brevet Brigadier General and Chief Quartermaster.

Major General M. C. MEIGS,

Quartermaster General U. S. A., Washington, D. C.

A true copy:

JOHN V. FUREY,

Captain and Assistant Quartermaster.

Statement of quartermasters' property for the fiscal year ending June 30, 1865.

Articles.	On hand July 1, 1864.	Received from officers during the year ending June 30, 1865.	Purchased during the year ending June 30, 1865.	Manufactured during the year ending June 30, 1865.	Captured, gained, taken up, &c., during the year ending June 30, 1865.	Total.	Issued and transferred during the year ending June 30, 1865.	Sold, died, lost, expended, &c., during the year ending June 30, 1865.	Total.	On hand June 30, 1865.
Atlas.....	1	3				1				1
Ambulances, two-wheeled.....	1	21				4	186		186	
four-wheeled.....	12	4	136			67	35	32	67	
Axles.....	50					21		21	21	
Axles.....sets.....	21					63		63	63	
Axletrees.....	63					1			1	
Aconite, tincture.....		17				18		17	18	
Aloes and myrrh.....						1			1	
Alum, burnt.....						10			10	
Alum.....						2			2	
Ammonia.....						4			4	
Arnica, tincture.....		8				17			17	
Anvils.....	16	1				19			19	
Aprons, blacksmiths'.....	14	2				22			22	
Awls and handles.....	22					48			48	
Awl blades.....	24	24				46			46	
Augers.....	45					340			340	
Axes, assorted.....	315	24				3			3	
Basins, wash.....						1,678			1,678	
Bows, assorted.....	100	1,578				7,934			7,934	
Blanks, quartermasters'.....		7,934				392			392	
Boards, blotting.....		392				10			10	
Books, blank.....	15	46	1			4			4	
letter.....		4				20			20	
memorandum.....	15	5				1			1	
record.....		1								

Statement of quartermasters' property, &c.—Continued.

Articles.	On hand July 1, 1864.	Received from officers during the year ending June 30, 1865.	Purchased during the year ending June 30, 1865.	Manufactured during the year ending June 30, 1865.	Captured, gained, taken up, &c., during the year ending June 30, 1865.	Total.	Issued and transferred during the year ending June 30, 1865.	Sold, died, lost, expended, &c., during the year ending June 30, 1865.	Total.	On hand June 30, 1865.
Benders, tire.....number..	2	.....	.....	.....	.....	2	2	.....	2	.....
Blocks, anvil.....do.....	14	.....	.....	.....	.....	15	15	.....	15	.....
swedge.....do.....	1	.....	.....	.....	1	1	1	.....	1	.....
Butterises.....do.....	4	.....	.....	.....	.....	4	4	.....	4	.....
Bits, auger.....do.....	.....	12	.....	.....	.....	12	12	.....	12	.....
Bits.....do.....	29	.....	.....	.....	.....	29	29	.....	29	.....
Benches, carpenters'.....do.....	2	.....	.....	.....	.....	2	.....	.....	.....	2
Braces.....do.....	4	.....	.....	.....	.....	4	.....	.....	.....	.....
and bits.....do.....	14	.....	.....	.....	.....	14	14	.....	14	.....
Balls and chains.....do.....	6	.....	.....	.....	.....	6	6	.....	6	.....
Bars, crow.....do.....	.....	1	.....	.....	.....	1	1	.....	1	.....
tamping.....do.....	.....	.....	.....	.....	1	1	1	.....	1	.....
Bells.....do.....	2	.....	.....	.....	4	6	6	.....	6	.....
Brushes, assorted.....do.....	21	.....	.....	.....	.....	33	33	.....	33	.....
marking.....do.....	.....	12	.....	.....	.....	4	4	.....	4	.....
stencil.....do.....	.....	4	.....	.....	.....	3	3	.....	3	.....
sash.....do.....	12	.....	.....	.....	.....	24	24	.....	24	.....
paint.....do.....	19	.....	.....	.....	.....	19	19	.....	19	.....
whitewash.....do.....	.....	15	.....	.....	.....	15	15	.....	15	.....
Buckets, paint.....do.....	11	.....	.....	.....	.....	11	11	.....	11	.....
windlass.....do.....	.....	2	.....	.....	.....	2	2	.....	2	.....
Bolts, square neck.....do.....	.....	8	.....	.....	.....	8	.....	8	8	.....
Benzoine.....gallons..	.....	1	.....	.....	.....	1	.....	1	1	.....
Boxes, packing.....number..	.....	26	357	.....	100	483	100	383	483	.....
Brads.....papers..	90	.....	.....	.....	.....	90	.....	90	90	.....
Bran.....pounds..	.....	264,070	.....	.....	10,000	274,070	10,000	264,070	274,070	.....

Buckles.....	number.....	1,000	3,768	.....	.....	1,608	6,376	.....	6,376	6,376	.....
roller.....	gross.....	.....	.....	.....	.....	65	65	.....	.....	65	.....
Beeswax.....	pounds.....	.....	4	.....	.....	.....	4	.....	4	4	.....
Bush and cap.....	number.....	.....	.....	1	.....	.....	1	.....	1	1	.....
Cans, tin.....	do.....	.....	24	.....	.....	.....	24	.....	.....	24	.....
Coal.....	bushels.....	226½	3,403	.....	.....	1,415	5,044½	1,400	3,629½	5,029½	15
Corn.....	pounds.....	.....	1,024,984	.....	.....	87,565	1,112,549	96,720	1,015,829	1,112,549	.....
Circulars.....	number.....	.....	1,000	.....	.....	.....	1,000	.....	1,000	1,000	.....
Cutters, paper.....	do.....	.....	4	.....	.....	1	5	1	.....	1	4
Candlesticks.....	do.....	4	.....	.....	.....	2	6	4	2	6	.....
Chairs, assorted.....	do.....	3	.....	.....	.....	3	6	6	.....	6	.....
Chests, ice.....	do.....	1	.....	.....	.....	1	2	2	.....	2	.....
Cupboards.....	do.....	1	.....	.....	.....	2	3	3	.....	3	.....
Clocks.....	do.....	1	.....	.....	.....	.....	1	1	.....	1	.....
Chests.....	do.....	12	.....	.....	.....	.....	12	12	.....	12	.....
Carpet.....	yards.....	.....	.....	.....	.....	½	½	.....	½	½	.....
Cans, water.....	number.....	.....	.....	.....	.....	3	3	.....	3	3	.....
Caps, tongue.....	do.....	300	.....	.....	.....	245	545	500	45	545	.....
Carts, horse.....	do.....	21	.....	15	.....	2	38	38	.....	38	.....
Cards, horse.....	.....	1	.....	.....	.....	.....	1	.....	1	1	.....
Carriages.....	.....	.....	.....	.....	.....	1	1	1	.....	1	.....
Chains, bearing.....	.....	51	3	2,207	.....	525	2,786	2,576	210	2,786	.....
breast.....	.....	52	.....	4,000	.....	1,373	5,425	4,989	436	5,425	.....
fifth.....	.....	1,171	8	123	.....	176	1,478	1,478	.....	1,478	.....
log.....	.....	50	34	.....	.....	.....	84	84	.....	84	.....
neck or halter.....	.....	7,752	4	16,092	.....	36	23,884	22,774	1,110	23,884	.....
ox.....	.....	60	.....	.....	.....	.....	60	60	.....	60	.....
stretchers and spreaders.....	.....	581	.....	3,000	.....	.....	3,581	3,176	405	3,581	.....
tongue.....	.....	.....	.....	3,006	.....	.....	3,006	2,870	1.6	3,006	.....
trace.....	.....	1,590	200	9,000	.....	1,197	11,987	10,605	1,382	11,987	.....
Checks, for lead-lines.....	.....	776	.....	.....	.....	199	975	588	387	975	.....
Collars, horse.....	.....	674	8	1,314	.....	807	2,803	2,683	120	2,803	.....
mule.....	number.....	1,972	2	6,066	.....	1,589	9,629	8,728	901	9,629	.....
Combs, curry.....	do.....	6,001	100	3,288	.....	.....	9,389	8,037	1,352	9,389	.....
Covers, ambulance.....	do.....	366	3	.....	.....	60	429	402	27	429	.....
pack-saddle.....	do.....	50	.....	1,100	.....	7	1,157	1,157	.....	1,157	.....
wagon.....	do.....	852	93	10,088	.....	65	11,098	11,098	.....	11,098	.....
Cruppers.....	do.....	21	4	.....	.....	.....	25	25	.....	25	.....
Cattle.....	heads.....	15	.....	.....	.....	5	20	12	8	20	.....
Colts.....	number.....	.....	2	.....	.....	.....	2	.....	2	2	.....
Cement.....	barrels.....	2	.....	.....	.....	1	3	1	2	3	.....

Statement of quartermasters' property, &c.—Continued.

Articles.	On hand July 1, 1864.	Received from officers during the year ending June 30, 1865.	Purchased during the year ending June 30, 1865.	Manufactured during the year ending June 30, 1865.	Captured, gained, taken up, &c., during the year ending June 30, 1865.	Total.	Issued and transferred during the year ending June 30, 1865.	Sold, died, lost, expended, &c., during the year ending June 30, 1865.	Total.	On hand June 30, 1865.
Calomel.....pounds..	.....	.....	.....	.....	.....	4	.....	.....	4	.....
Camphor.....do.....	.....	.....	.....	.....	.....	1	.....	.....	1	.....
spirits.....gallons..	.....	.....	.....	.....	.....	1½	.....	.....	1½	.....
Cantharides, tincture.....pints..	.....	.....	.....	.....	.....	1	.....	.....	1	.....
Cantharides.....ounce..	.....	.....	.....	.....	.....	1	.....	.....	1	.....
Cerate.....pounds..	.....	.....	.....	.....	.....	2	.....	.....	2	.....
Chest, medicine, complete.....number..	1	.....	.....	.....	.....	1	.....	.....	1	.....
Copperas.....pounds..	.....	302	.....	.....	.....	402	.....	.....	402	.....
Copper, iodide.....ounces..	.....	3½	.....	.....	.....	3½	.....	.....	3½	.....
Chisels, cold.....number..	10	.....	.....	.....	.....	15	.....	.....	15	.....
Channeller.....do.....	1	.....	.....	.....	.....	1	.....	.....	1	.....
Creasers.....do.....	2	.....	.....	.....	.....	2	.....	.....	2	.....
Coal.....pounds..	.....	.....	.....	.....	13,000	13,000	.....	.....	13,000	.....
Calipers.....pairs..	1	.....	.....	.....	.....	1	.....	.....	1	.....
Chisels.....number..	15	.....	.....	.....	1	16	.....	.....	16	.....
Chisels.....sets..	3	.....	.....	.....	.....	3	.....	.....	3	.....
Clamps.....number..	9	.....	.....	.....	.....	9	.....	.....	9	.....
Compasses.....pairs..	4	.....	.....	.....	2	6	.....	.....	6	.....
Cases, tin.....number..	.....	.....	.....	.....	1	1	.....	.....	1	.....
Cans, oil.....do.....	3	.....	.....	.....	.....	3	.....	.....	3	.....
powder.....do.....	.....	1	.....	.....	.....	1	.....	.....	1	.....
Cleaver.....do.....	.....	.....	.....	.....	.....	1	.....	.....	1	.....
Clamps and bolts.....do.....	.....	.....	.....	.....	1	1	.....	.....	1	.....
Cotton gin.....do.....	1	.....	.....	.....	.....	2	.....	.....	2	.....
Coupling hose.....set..	.....	.....	.....	.....	.....	1	.....	.....	1	.....
Catchers, bar and spark.....number..	1	.....	.....	.....	.....	1	.....	.....	1	.....
Cocks, draw.....do.....	.....	.....	.....	.....	.....	1	.....	.....	1	.....

[illegible]

Statement of quartermasters' property, &c.—Continued.

Articles.	On hand July 1, 1864.	Received from officers during the year ending June 30, 1865.	Purchased during the year ending June 30, 1865.	Manufactured during the year ending June 30, 1865.	Captured, gained, taken up, &c., during the year ending June 30, 1865.	Total.	Issued and transferred during the year ending June 30, 1865.	Sold, died, lost, expended, &c., during the year ending June 30, 1865.	Total.	On hand June 30, 1865.
Felloes, assorted.....number..	900	500				1,400	300	1,100	1,400	.....
Felloes, assorted.....sets..	4	6				10		10	10	.....
Fitches.....number..	6					6		6	6	.....
Fleams, horse.....do..	1					1			1	.....
Forges, portable.....do..	3	2	185		6	196	196		196	.....
Fullers.....do..	15					15	15		15	.....
Forge tops.....do..		1				1		1	1	.....
Flatters.....do..					1	1			1	.....
Files, assorted.....do..	23	48			29	100	62	38	100	.....
Fall and hook.....do..	1					1	1		1	.....
Faucets.....do..	4					4	4		4	.....
Flanges.....do..		4				4		4	4	.....
Forks, assorted.....do..	106					106	106		106	.....
brass.....do..		1				1		1	1	.....
Ferrules.....do..			2			2		2	2	.....
Forge tops, portable, complete.....do..		2				2		2	2	.....
Fuze, assorted.....feet..		800				800		800	800	.....
safety.....coils..					3	3	3		3	.....
Fasteners, paper.....box..		1				1		1	1	.....
Glue.....pounds..	40	60			45	145	50	95	145	.....
Grates, assorted.....number..	1	4				5		5	5	.....
Girths.....do..	7				41	48	48		48	.....
Glass, window.....boxes..		2				2	2		2	.....
Gauges.....number..	2	1			2	5	5		5	.....
Gimlets.....do..	1					1	1		1	.....
Gouges, assorted.....sets..	1					1	1		1	.....
and handles.....number..	2					2	2		2	.....

Grindstones.....do.....	6	.....	.....	1	7	6	1	7	.....
and fixtures.....sets.....	1	.....	.....	.....	1	1	.....	1	.....
Gauges, steam.....number.....	1	.....	.....	.....	1	1	.....	1	.....
Governor for engine.....do.....	1	.....	.....	.....	1	1	.....	1	.....
Gauges.....do.....	40	.....	.....	.....	40	40	.....	40	.....
Grease, wagon.....boxes.....	90	72	.....	.....	162	162	162	162	.....
Grease, wagon.....pounds.....	.....	1, 129	.....	.....	1, 129	177	952	1, 129	.....
Grease, wagon.....cans.....	.....	54	.....	.....	54	.....	54	54	.....
Hay.....pounds.....	.....	5, 168, 450	.....	79, 019	5, 247, 469	101, 034	5, 146, 435	5, 247, 469	.....
Halter shanks.....number.....	.....	.....	.....	20	20	20	.....	20	.....
Halters, rope.....do.....	554	200	.....	.....	754	8	746	754	.....
assorted.....do.....	2, 587	9	2, 700	.....	5, 296	4, 876	420	5, 296	.....
Hammers, wagon.....do.....	315	.....	.....	55	370	350	20	370	.....
Hames.....pairs.....	565	12	9, 760	1, 040	11, 377	11, 068	309	11, 377	.....
Harness, artillery.....single sets.....	.....	.....	.....	50	63	63	.....	63	.....
shaft.....sets.....	.....	3	.....	11	14	14	.....	14	.....
buggy.....do.....	1	.....	.....	.....	1	1	.....	1	.....
cart.....do.....	24	.....	24	2	50	50	.....	50	.....
dray.....do.....	1	.....	23	.....	24	24	.....	24	.....
tandem.....single sets.....	11	5	.....	.....	16	16	.....	16	.....
lead.....do.....	1, 101	278	4, 900	1, 810	8, 089	8, 089	.....	8, 089	.....
wheel.....do.....	930	147	2, 450	663	4, 190	4, 190	.....	4, 190	.....
carriage.....do.....	.....	.....	.....	2	2	2	.....	2	.....
lead, ambulance.....do.....	219	8	60	117	404	404	.....	404	.....
wheel, ambulance.....do.....	244	32	224	111	611	611	.....	611	.....
Holsters.....number.....	14	.....	.....	30	44	44	.....	44	.....
Horses.....do.....	817	1, 863	6, 334	321	9, 335	8, 788	547	9, 335	.....
Hounds.....do.....	26	5	.....	.....	31	.....	31	31	.....
Hubs.....do.....	129	24	.....	14	167	108	59	167	.....
Hobbles, leather.....do.....	.....	177	.....	.....	177	177	.....	177	.....
Hubs.....sets.....	5	.....	.....	.....	5	.....	5	5	.....
Hasps and staples.....number.....	39	.....	.....	.....	39	.....	39	39	.....
Hinges, assorted.....pairs.....	.....	216	.....	.....	216	60	156	216	.....
Hinge hasps.....number.....	.....	72	.....	35	107	35	72	107	.....
Hinges and butts.....pairs.....	69	108	.....	.....	177	.....	177	177	.....
Honey.....pounds.....	.....	.....	.....	1	1	1	.....	1	.....
Hyosciamus, extract.....pint.....	.....	.....	.....	1	1	1	.....	1	.....
Hammers, blacksmiths'.....number.....	44	1	.....	.....	45	45	.....	45	.....
Hardies.....do.....	14	.....	.....	1	15	15	.....	15	.....
Hammers, saddlers'.....do.....	6	.....	.....	.....	6	6	.....	6	.....
Handles, awl.....do.....	6	12	.....	.....	18	.....	18	18	.....

Statement of quartermasters' property, &c.—Continued.

Articles.	On hand July 1, 1864.	Received from officers during the year ending June 30, 1865.	Purchased during the year ending June 30, 1865.	Manufactured during the year ending June 30, 1865.	Captured, gained, taken up, &c., during the year ending June 30, 1865.	Total.	Issued and transferred during the year ending June 30, 1865.	Sold, died, lost, expended, &c., during the year ending June 30, 1865.	Total.	On hand June 30, 1865.
Horses, saddlers'.....number	8					8			8	
Hammers, carpenters'.....do	8					8			8	
Hatchets.....do	29	6				35			35	
Hammers, riveting.....do		4				4			4	
Handles, pick.....do		6				6		6	6	
axe.....do		36			26	62		36	38	
Hoes.....do	38					38			135	
Hose, assorted.....feet	135					135			6	
Hooks, hay.....number	6					6			1,650	
"S".....do			1,650			1,650			9	
Holders, pen.....do		24				24			1	
Hub-borer.....do	1					1			1	
Ink, black.....bottles		29				29		26	1	
copying.....quarts		1				1		1	25	
red.....bottles		26				26			6	
stands.....number	2				4	6			2	
Instruments, veterinary.....case	1	1				2			24	
Iodine, solution.....ounces		24				24			5	
Iron, carbonate.....pounds		10				10		25	1	
sulphate.....do		25				25			1	
Irons, tire, pattern, and case box number		1				1			1	
soldering.....do	1					1			20	
tuyers.....do	16	4				20			3	
branding.....do					3	3			1	
Iron, lining.....do						1			40,157 1/2	
assorted.....pounds	38,923	28,790				97,092 1/2		56,935	1	
tuyers, for model.....number		1				1			1	

Commodity	Quantity	Unit	Value
Iodine, tincture	1 1/2	pints	1 1/2
Jennets	2	number	2
Joints, stump	12	do	12
Knives, pallet	1	do	1
faurier	2	do	16
assorted	29	do	31
carpenters'	3	do	3
drawing	20	do	20
Kettles and brush	2	do	2
Links, open	40	do	40
Lampblack	46	pounds	46
Letters, blank	1,000	number	1,000
Lamps, oil	15	do	15
Lariats	25	do	25
Lariats and pins	70	do	77
Lashes, ox	24	do	24
Leathers, sweat	48	do	48
Lines, lead	442	do	48
Lines, two-horse	34	pairs	687
check	75	do	77
Latches	6	number	113
Lime	22	barrels	6
Lime	100	bushels	22
Locks, assorted	11	number	100
Lumber, assorted	29,028	feet	47
batten strips		pieces	24
Laudanum		quarts	2
Lime, chloride	261 1/2	pounds	2 1/2
Liniment, assorted	4 1/2	pints	150
Ladders	6	number	4 1/2
Lanterns	37	do	6
Leather, harness	220	pounds	67
Lead, white	300	do	2,760 1/2
red	100	do	800
Leather, bridle	12	sides	50
Leather	12	bundles	12
Mucilage	12	bottles	16
Millitary laws	1	copies	11
Mills, coffee	4	number	1
Martingales	34	do	4
Mules	2,470	do	28
			8,119
			354
			326
			559
			8,678

Statement of quartermasters' property, &c.—Continued.

Articles.	On hand July 1, 1864.	Received from officers during the year ending June 30, 1865.	Purchased during the year ending June 30, 1865.	Manufactured during the year ending June 30, 1865.	Captured, gained, taken up, &c., during the year ending June 30, 1865.	Total.	Issued and transferred during the year ending June 30, 1865.	Sold, died, lost, expended, &c., during the year ending June 30, 1865.	Total.	On hand June 30, 1865.
Measures, graduate..... number..	.....	2	.....	.....	.....	2	.....	.....	.....	.....
Mercury, br. iodide..... ounces..	.....	12	.....	.....	.....	12	.....	.....	.....	.....
Mortars and pestles..... number..	1	1	.....	.....	.....	3	.....	.....	.....	.....
Mortars..... do.....	1	.....	.....	.....	.....	1	.....	.....	.....	.....
Mandrills..... do.....	5	.....	.....	.....	.....	5	.....	.....	.....	.....
Machines, tire-fitting and punching.. do..	1	.....	.....	.....	.....	1	.....	.....	.....	.....
Mallets..... do.....	9	.....	.....	.....	.....	9	.....	.....	.....	.....
Machine, sewing..... do.....	1	.....	.....	.....	.....	1	.....	.....	.....	.....
Machine, straw and hay cutting.. do..	1	.....	.....	.....	.....	1	.....	.....	.....	.....
Measures..... do.....	2	.....	.....	.....	.....	2	.....	.....	.....	.....
Mills, corn..... do.....	2	.....	.....	.....	.....	2	.....	.....	.....	.....
paint..... do.....	1	.....	.....	.....	.....	1	.....	.....	.....	.....
Mops and handles..... do.....	4	.....	.....	.....	.....	4	.....	.....	.....	.....
Mattocks..... do.....	1	.....	.....	.....	.....	1	.....	.....	.....	.....
Moss..... pounds..	50	332	.....	.....	.....	382	200	.....	182	.....
Machines and eyelets..... number..	.....	1	.....	.....	.....	1	.....	.....	.....	.....
Nail punch..... do.....	.....	1	.....	.....	.....	1	.....	.....	.....	.....
Nitre..... pounds..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
spirits of..... gallons..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Nail set..... number..	1	.....	.....	.....	.....	1	.....	.....	.....	.....
Needles..... do.....	.....	4	.....	.....	.....	4	.....	.....	.....	.....
Needles..... papers..	4	8	.....	.....	.....	12	.....	.....	.....	.....
Nippers..... pairs..	2	.....	.....	.....	.....	2	.....	.....	.....	.....
Nails, horse and mule..... pounds..	44,257	900	142,407	.....	.....	189,488	160,693	.....	28,795	.....
Naphtha..... gallons..	10	41	.....	.....	.....	51	20	.....	31	.....
Nuts..... pounds..	100	200	.....	.....	.....	300	20	.....	280	.....
Nuts..... number..	.....	150	.....	.....	.....	150	.....	.....	150	.....

Nails.....	27	47	14	85	33	52	85	.....
Oil, boiled.....	60	85½	21	60	.....	60	60	.....
linseed.....	.....	21	.....	106½	50	56½	106½	.....
lard.....	6	3	1	4	1	3	4	.....
olive.....	.....	2,802,798	65,695	2,868,493	105,283	2,763,210	2,868,493	.....
Oats.....	.....	.....	1	1	.....	1	1	.....
Oilstones.....	.....	.....	3	3	3	.....	3	.....
Ointment, rosin.....	.....	3	4	7	4	3	7	.....
Oil, castor.....	.....	1	.....	1	.....	1	1	.....
Ointment, mercurial.....	.....	1	.....	1	.....	1	1	.....
Oil, sweet.....	.....	1,698	.....	1,698	60	1,638	1,698	.....
Ochre.....	.....	.....	1	1	1	.....	1	.....
Oil, organum.....	.....	.....	.....	17	.....	17	17	.....
neat's-foot.....	17	101	.....	101	4	97	101	.....
sperm.....	.....	14	.....	14	.....	14	14	.....
Paper, blotting.....	.....	316	.....	356	10	346	356	.....
cap.....	40	17½	.....	47½	.....	47½	47½	.....
envelope.....	30	22	.....	22	.....	22	22	.....
folio post.....	.....	13½	.....	13½	.....	13½	13½	.....
legal cap.....	.....	699½	.....	755	15	733	748	7
letter.....	.....	80	.....	80	.....	80	80	.....
manilla.....	.....	193	.....	193	.....	193	193	.....
manilla.....	.....	194	.....	194	.....	194	194	.....
wrapping.....	.....	90	.....	111	12	95	107	4
Pencils, lead.....	21	3,699	.....	5,699	144	4,736	4,880	819
Pens, steel.....	2,000	.....	.....	6	6	.....	6	.....
Pans, tin.....	3	.....	1	1	.....	1	1	.....
dust.....	.....	.....	.....	6	.....	.....	6	.....
bake.....	6	.....	.....	6	.....	.....	6	.....
frying.....	2	.....	.....	2	2	.....	2	.....
Pipe, stove.....	.....	94½	.....	94½	94½	.....	94½	.....
stove.....	55	1	5	55	55	.....	55	.....
Pokers.....	14	.....	1	20	20	.....	20	.....
Pots, marking, and brushes.....	2	.....	.....	3	2	1	3	.....
iron.....	5	.....	.....	5	5	.....	5	.....
tea.....	1	.....	.....	1	1	.....	1	.....
coffee.....	1	.....	.....	1	1	.....	1	.....
watering.....	.....	1,100	.....	1,100	.....	.....	1,100	.....
Panniers.....	.....	35	458	1,100	1,097	3	1,100	.....
Pins, lynch.....	697	.....	1,005	1,190	950	240	1,190	.....
picket.....	.....	.....	.....	1,005	1,005	.....	1,005	.....

Statement of quartermasters' property, &c.—Continued.

Articles.	On hand July 1, 1864.	Received from officers during the year ending June 30, 1865.	Purchased during the year ending June 30, 1865.	Manufactured during the year ending June 30, 1865.	Captured, gained, taken up, &c., during the year ending June 30, 1865.	Total.	Issued and transferred during the year ending June 30, 1865.	Sold, died, lost, expended, &c., during the year ending June 30, 1865.	Total.	On hand June 30, 1865.
Plates, martingale number	22					22			22	
Poles, coupling do	10				27	68		31	68	
ridge do	252					402		352	402	
wagon do					2	2			2	
Pins, picket and rope do					10	10			10	
Pipe, chain pairs	20					20		20	20	
Powder, condition pounds		464				464		410	464	
Pincers, saddlers' pairs	2					2			2	
Punches, blacksmiths' number	20	12				32			32	
Punches and chisels sets	1					1			1	
Punches, saddlers' number	20				5	25			25	
Pincers, blacksmiths' pairs	10					10			10	
Pliers do	1					1			1	
Palms number	2	2				4			4	
Planes do	2					2			2	
Planes sets	4					4			4	
Planes pairs	1					1			1	
Picks number	17	3				20			20	
Pots, glue do	1					1			1	
Press, printing do			1			1			1	
Plugs, water do	1				1	2			2	
Pumps do	1					1			1	
Paper, sand quires	2	2				4			4	
stencil sheets		7				7		4	7	
Plate, fire, for model forge number		1				1		1	1	
Plugs, hose do			1			1		1	1	
Powder, mining kegs		6				6		5	6	

Putty	pounds	20																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															</
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A.—Statement of quartermasters' property, &c.—Continued.

Articles.	On hand July 1, 1864.	Received from officers during the year ending June 30, 1865.	Purchased during the year ending June 30, 1865.	Manufactured during the year ending June 30, 1865.	Captured, gained, taken up, &c., during the year ending June 30, 1865.	Total.	Issued and transferred during the year ending June 30, 1865.	Sold, died, lost, expended, &c., during the year ending June 30, 1865.	Total.	On hand June 30, 1865.
Saws, meat.....number..	1	.....	.....	.....	.....	1	.....	.....	.....	.....
Scales, beam.....do.....	1	.....	.....	.....	.....	1	.....	.....	.....	.....
Scrapers, box.....do.....	2	.....	.....	.....	.....	4	.....	.....	.....	.....
Shovels, coal and fire.....do.....	1	.....	.....	.....	.....	3	.....	.....	.....	.....
Skillets.....do.....	2	.....	.....	.....	.....	2	.....	.....	.....	.....
Spittoons.....do.....	4	.....	.....	.....	.....	4	.....	.....	.....	.....
Steamers, tin.....do.....	1	.....	.....	.....	.....	1	.....	.....	.....	.....
Stools, office.....do.....	3	.....	.....	.....	.....	3	.....	.....	.....	.....
Stoves.....do.....	44	.....	.....	.....	.....	47	.....	.....	.....	.....
Seal and press.....do.....	1	.....	.....	.....	.....	1	.....	.....	.....	.....
Saddles, artillery.....number..	39	.....	.....	.....	.....	39	.....	.....	.....	.....
wagon artillery.....do.....	.....	.....	.....	.....	.....	36	.....	.....	.....	.....
Straps, hame.....do.....	.....	.....	.....	.....	.....	65	.....	.....	.....	.....
Saddles, Grimsley.....do.....	39	.....	.....	.....	.....	109	.....	.....	.....	.....
pack.....do.....	697	.....	.....	.....	.....	1,846	.....	.....	.....	.....
riding.....do.....	469	.....	.....	.....	.....	995	.....	.....	.....	.....
wagon.....do.....	213	.....	.....	.....	.....	3,605	.....	.....	.....	.....
wagon.....do.....	.....	.....	.....	.....	.....	475	.....	.....	.....	.....
Snap and straps.....do.....	.....	.....	.....	.....	.....	30	.....	.....	.....	.....
Saddle-trees.....do.....	30	.....	.....	.....	.....	33	.....	.....	.....	.....
Screws, jack.....do.....	32	.....	.....	.....	.....	6	.....	.....	.....	.....
Shafts.....pairs.....	6	.....	.....	.....	.....	1,781	.....	.....	.....	.....
Single-trees.....number..	1,774	.....	.....	.....	.....	12½	.....	.....	.....	.....
Spurs.....pairs.....	.....	.....	.....	.....	.....	5	.....	.....	.....	.....
and straps.....do.....	.....	.....	.....	.....	.....	1,000	.....	.....	.....	.....
Spokes.....number..	1,630	.....	.....	.....	.....	56	.....	.....	.....	.....
Spokes, ambulance.....sets.....	.....	.....	.....	.....	.....	5	.....	.....	.....	.....
Spreaders.....number..	51	.....	.....	.....	.....	159	.....	.....	.....	.....

A.—Statement of quartermasters' property, &c.—Continued.

Articles.	On hand July 1, 1864.	Received from officers during the year ending June 30, 1865.	Purchased during the year ending June 30, 1865.	Manufactured during the year ending June 30, 1865.	Captured, gained, taken up, &c., during the year ending June 30, 1865.	Total.	Issued and transferred during the year ending June 30, 1865.	Sold, died, lost, expended, &c., during the year ending June 30, 1865.	Total.	On hand June 30, 1865.
Scissors..... pairs.....	2	.....	.....	.....	.....	2	.....	.....	.....	2
Scrapes, manure..... number.....	5	.....	.....	.....	8	13	.....	.....	13	.....
Shears..... pairs.....	8	1	.....	.....	.....	9	.....	.....	9	.....
Shovels..... number.....	124	26	.....	.....	.....	150	.....	.....	150	.....
Smokestack..... do.....	1	.....	.....	.....	.....	1	.....	.....	1	.....
Sockets, gun..... do.....	27	.....	.....	.....	8	35	.....	.....	35	.....
Spades..... do.....	44	6	.....	.....	.....	50	.....	.....	50	.....
Standards, horse..... do.....	2	.....	.....	.....	.....	2	.....	.....	2	.....
Stones, oil and whet..... do.....	3	.....	.....	.....	.....	3	.....	.....	3	.....
sand..... do.....	2	.....	.....	.....	.....	2	.....	.....	2	.....
muller and paint..... do.....	1	.....	.....	.....	.....	1	.....	.....	1	.....
Salt..... barrels.....	.....	42	.....	.....	5½	47½	.....	42	47½	.....
Screws..... gross.....	47	115	.....	.....	.....	162	.....	132	162	.....
Shoes, horse..... pounds.....	313, 448	5, 800	775, 900	.....	54, 595	1, 149, 743	1, 141, 293	8, 450	1, 149, 743	.....
mule..... do.....	72, 850	28	723, 100	.....	18, 789	814, 767	806, 727	8, 040	814, 767	.....
Skins, sheep..... number.....	30	.....	.....	.....	.....	30	.....	30	30	.....
Solder..... pounds.....	.....	6	.....	.....	.....	6	.....	6	6	.....
Staples..... number.....	576	.....	.....	.....	.....	576	.....	576	576	.....
Steel, assorted..... pounds.....	50	187	.....	.....	86	323	158	165	323	.....
Sacks, gunny..... number.....	.....	4, 017	.....	.....	9, 498	13, 515	1, 393	12, 122	13, 515	.....
packing..... do.....	.....	.....	230	.....	.....	230	.....	230	230	.....
Straps, ambulance seat..... do.....	.....	50	.....	.....	.....	50	.....	50	50	.....
Square, steel..... do.....	.....	1	.....	.....	.....	1	.....	.....	1	.....
Staples..... gross.....	.....	12	.....	.....	.....	12	.....	6	12	.....
Twine..... balls.....	.....	1	.....	.....	24	25	24	1	25	.....
Tape, office..... pieces.....	4	80	.....	.....	.....	84	4	80	84	.....
Transportation orders, pay..... number.....	.....	10, 000	.....	.....	.....	10, 000	8, 600	.....	8, 600	1, 400

[illegible]

A.—Statement of quartermasters' property, &c.—Continued.

Articles.	On hand July 1, 1864.	Received from officers during the year ending June 30, 1865.	Purchased during the year ending June 30, 1865.	Manufactured during the year ending June 30, 1865.	Captured, gained, taken up, &c., during the year ending June 30, 1865.	Total.	Issued and transferred during the year ending June 30, 1865.	Sold, died, lost, expended, &c., during the year ending June 30, 1865.	Total.	On hand June 30, 1865.
Wantees, pack-saddle..... number..	243	.....	.....	.....	.....	243	.....	.....	243	.....
Wheels, ambulance..... sets.....	.....	.....	.....	.....	1	1	.....	.....	1	.....
Whips, assorted..... number..	5,728	14	950	.....	152	6,844	6,564	280	6,844	.....
Wrenches..... do.....	31	.....	.....	.....	.....	31	31	.....	31	.....
Wheels, wagon..... do.....	118	1	.....	.....	.....	119	39	80	119	.....
Wagons, medicine..... do.....	1	.....	.....	.....	.....	1	1	.....	1	.....
Wheelbarrows..... do.....	20	.....	.....	.....	.....	20	20	.....	20	.....
Wrenches, pipe..... do.....	1	24	.....	.....	.....	27	27	.....	27	.....
Windlasses..... do.....	.....	1	.....	.....	2	1	1	.....	1	.....
Wheels jack..... do.....	.....	1	.....	.....	.....	1	.....	.....	1	.....
Washers..... pounds..	50	80	.....	.....	.....	130	60	70	130	.....
Washers..... number..	1,000	.....	.....	.....	.....	1,000	400	600	1,000	.....
Wax, black..... pounds..	.....	3	.....	.....	15	18	.....	18	18	.....
Whiting..... do.....	20	20	.....	.....	5	45	5	40	45	.....
Washers..... do.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Wood..... cords..	.....	64	.....	.....	.....	64	5	59	64	88
Yokes, neck..... number..	98	.....	.....	.....	.....	98	9	89	98	.....
ox..... do.....	4	.....	.....	.....	.....	4	4	.....	4	.....
Zinc..... pounds..	18	47½	.....	.....	.....	65½	24	41½	65½	.....
sulphate..... do.....	.....	1	.....	.....	.....	2	1	1	2	.....

I certify that the foregoing statement is correct.

A true copy :

WM. MYERS, Bvt. Brig. Gen'l and A. Q. M., U. S. A.

JOHN V. FUREY, Captain and A. Q. M.

Statement of public moneys, in accordance with Section V, fourth clause, of General Order No. 39, dated Quartermaster General's Office, Washington, District of Columbia, July 1, 1865, of William Myers, brevet brigadier general and chief quartermaster at St. Louis, Missouri.

On hand July 1, 1864.....	\$55,727 19
Received from officers during the year.....	1,491,650 48
Received from Treasury Department during the year	52,711,654 57
Received from sales of property and other sources during the year	35,000 66

Total	54,294,032 90
-------------	---------------

Expended during the year	\$42,576,348 50
Transferred to other officers during the year.....	7,295,626 85
Remaining on hand June 30, 1865.....	4,422,057 55

Total	54,294,032 90
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The balance on hand is deposited as follows :

In the First National Bank of Philadelphia	\$264,123 83
With the assistant treasurer of the United States in New York.	1,078,768 00
With the assistant treasurer of the United States in St. Louis.	992,763 16
With the Treasurer of the United States in Washington....	2,080,158 22
In an iron safe in my office.....	1,106 89
Due the United States government.....	5,137 45

On hand July 1, 1864: Proceeds of sales of captured and contraband property, and property received from unknown sources	\$20,919 72
---	-------------

Remaining on hand June 30, 1865.....	20,919 72
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The balance on hand is deposited with the assistant treasurer of the United States in St. Louis, Missouri.

I certify that the above statement is correct.

WILLIAM MYERS,
Brevet Brig. Gen'l and Chief Quartermaster.

True copy :

JOHN V. FUREY,
Captain and Assistant Quartermaster.

Statement of amount paid on account of rail, river, stage, and wagon transportation by William Myers, brevet brigadier general and chief quartermaster, at St Louis, Missouri, during the fiscal year ending June 30, 1865.

Kind of transportation.	Passengers.	Freight.	Total.	Expenditures.	Grand total.
Railroads	\$1,163,843 44	\$828,938 81	\$1,992,782 25	\$267,936 79	\$2,260,719 04
Steamboats, barges, &c.	852,454 52	4,353,266 96	5,205,721 48	5,205,254 76	10,410,976 24
Stages	4,143 03	.....	4,143 03	.....	4,143 03
Wagons, &c	18 00	20,932 28	20,950 28	\$244,216 21	265,166 49
Total amount paid	2,020,458 99	5,203,138 05	7,223,597 04	5,717,407 76	12,941,004 80

But one set of sub-vouchers was received with these accounts, which was forwarded to the Third Auditor of the Treasury Department, Washington, D. C., with the accounts. It is therefore impracticable for me to subdivide the passengers, as required in above form.

I certify that the above statement is correct.

True copy :

WILLIAM MYERS,
Brevet Brigadier General and Chief Quartermaster.

JOHN V. FUREY,
Captain and Assistant Quartermaster.

No. 108.

CHIEF QUARTERMASTER'S OFFICE,
Philadelphia Depot, September 28, 1865.

GENERAL: In obedience to General Order No. 39, Quartermaster General's office, current series, I have the honor to enclose herewith my annual report for the fiscal year ending June 30, 1865.

My annual report for the fiscal year ending June 30, 1864, was mailed from Cincinnati, Ohio, November 10, 1864.

I was relieved at Boston, Massachusetts, as assistant quartermaster, by order of the Secretary of War, and turned over the funds and duties to my successor, September 1, 1864, and on the 8th idem proceeded, in accordance with said order, *via* Washington, D. C., to Cincinnati, Ohio, at which place I was assigned to duty as chief quartermaster of the principal depot, with the rank of colonel in the Quartermaster's department.

By verbal permission of the Secretary of War, I went from Washington to Cincinnati, *via* Philadelphia, for the purpose of conferring with Colonel A. J. Perry, Quartermaster's department, chief of the division of clothing and equipage, Quartermaster General's office, and at that time temporarily in charge of the Philadelphia depot.

I arrived at Cincinnati on the evening of September 15, 1864, and assumed charge of the depot the following day, relieving Colonel Thomas Swords, assistant quartermaster general United States army.

In compliance with Special Orders No. 75, Adjutant General's office, February 15, 1865, I turned over the duties, &c., devolving upon me as chief quartermaster at Cincinnati, Ohio, to Colonel C. W. Moulton, on the 23d of February, 1865, and repaired to this city, where I was ordered to relieve Colonel Herman Biggs, Quartermaster's department, in charge of the principal depot.

I arrived at Philadelphia the 26th of February, 1865, and entered upon my duties as chief quartermaster the following day.

I respectfully submit herewith the following statements, called for by General Order No. 39:

Statement A. Quartermasters' property.

Statement B. Clothing, camp and garrison equipage.

Statement C. Amount paid on account of rail, river, stage, &c., transportation

Statement CC. Amount paid on account of ocean and lake transportation.

Statement D. Troops and stores transported.

Statement DD. Troops and stores transported by ocean and lake.

Statement G. Vessels owned, chartered, &c.

NOTE.—The foregoing statements relate to the business at Boston, Massachusetts, and embrace the two months, from June 1, 1864, to August 31, 1864, while I was on duty at that station.

Statement B. Clothing, camp and garrison equipage.

Statement BB. Material.

NOTE.—These two statements relate to the clothing and equipage business at Cincinnati, Ohio, which was my especial care, in addition to my duties as chief quartermaster of the depot, and cover the period during which I was in charge at that station.

Statement A. Quartermasters' property.

Statement B. Clothing, camp and garrison equipage.

Statement BB. Material.

NOTE.—These three statements relate to the clothing and equipage transactions at Philadelphia from the date I took charge of the Philadelphia depot to the 30th June, 1865.

A statement of public invoices, showing the amount on hand July 1, 1864, and the amount received, expended, transferred, &c., during the fiscal year ending June 30, 1865, is also enclosed.

No property called for by statements E and F, page 7, General Order No. 39, came under my control during the year.

The particular attention of the Quartermaster General is called to the importance of substituting fire-proof storage accommodations at the Schuylkill arsenal for the wooden structures now used.

There are about twenty-five wooden sheds and buildings scattered throughout the yard within the walls, and forty-two sheds in the rows adjoining the walls on the south side.

The clothing and equipage on hand has cost the Quartermaster's department not less than twenty million dollars, and is in continual peril from fire.

Locomotives pass along the entire line of the wall on the northerly side many times each day and night.

I have had the storage of goods rearranged, and endeavored to place the more valuable property in the brick buildings, but they are inadequate, and have been for many years, for this purpose; it is, therefore, necessary to keep large quantities of valuable property in wooden sheds having gravel and tar roofing.

The fire apparatus is kept in good order, and great care is taken to guard against incendiary or accidental fires; notwithstanding these precautions, the risk is imminent, and causes constant anxiety.

I respectfully recommend that the irregular clothing and material on hand at the arsenal be sold or removed as soon as practicable, as it has been kept loose; and, unless sold or properly packed for shipment or permanent storage, soon will be likely to engender moths, from which damage will ensue to other property.

The importance of proper and uniform standards of clothing and equipage was alluded to in a special report of clothing and equipage transactions transmitted to the Quartermaster General the 11th instant.

It having been reported to the Quartermaster General that the specifications for dark-blue cloth and sky-blue kersey recommended from this office in March, 1864, were an imposition; and believing that it is impracticable to conform to them, and impossible to obtain sufficient material of that strength to equip a large army, I respectfully refer to my suggestions upon that subject, and beg to add, that whenever the question is to be considered it should not be deter-

mined what standard to adopt upon limited and local information, nor until after thorough investigation and careful inquiry of the manufacturers and practical men throughout the country.

The depots at Cincinnati and at Philadelphia were reorganized by me to conform to the act of Congress of July 4, 1864, and the duties were distributed among the officers serving with me, in accordance with that law.

I respectfully commend to the consideration of the Quartermaster General the several officers of the quartermaster's department who have served under my orders at Cincinnati and at this depot, for the energetic and faithful manner in which they have discharged the duties assigned them.

The business with which I have been intrusted, during the period covered by this report, has completely occupied my time and thoughts, and I have endeavored to do my duty to the best of my ability.

I am, general, very respectfully, your obedient servant,

WM. W. McKIM,

Colonel and Chief Quartermaster Philadelphia Depot.

Brevet Major General M. C. MEIGS,

Quartermaster General U. S. A., Washington, D. C.

A true copy :

JOHN V. FUREY,

Captain and Assistant Quartermaster.

Statement of public moneys received, transferred, &c., by Colonel William W. McKim, United States army, quartermaster's department, at Boston, Massachusetts, and the Cincinnati and Philadelphia depots, for the fiscal year ending June 30, 1865.

On hand July 1, 1864.....	\$13,698 43
Received from officers during the year.....	2,328,322 68
Received from Treasury Department during the year.....	22,643,289 00
Received from sales of property, &c., during the year.....	878 05

Total	24,986,188 16
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Expended during the year.....	\$195,163 25
Transferred to other officers during the year.....	24,791,024 91
Remaining on hand June 30, 1865	

Total	24,986,188 16
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WILLIAM W. McKIM,

Colonel, Quartermaster's Department U. S. A.

A true copy :

JOHN V. FUREY,

Captain and Assistant Quartermaster.

A.—Statement of quartermasters' stores from the 27th day of February, 1865, to the 30th day of June, 1865, inclusive, at Philadelphia depot.

Articles.	On hand February 27, 1865.	Received from officers February 27 to June 30, 1865.	Purchased February 27 to June 30, 1865.	Manufactured February 27 to June 30, 1865.	Captured, gained, taken up, February 27 to June 30, 1865.	Total.	Issued and transferred February 27 to June 30, 1865.	Sold, died, lost, expended, &c., February 27 to June 30, 1865.	Total.	On hand June 30, 1865.
Abstracts and returns . . . sets . . .		146	163			309	146	32	178	131
Awls dozen . . .		19½	8		11½	39	19½		19½	19½
Awls and handles		3	2		1	6	3		3	3
Adzes, cooper's		28			28	56	28		28	28
Alcohol gallons . . .			6			6		3	3	3
Acid, muriatic pounds . . .		2½	2½			5	2½	2½	5	
Arsenic do . . .			5			5		5	5	
Anvil					1	1	1		1	
Books, regimental Q. M. dep't . . .		1			1	2	1		1	1
Books, returns and abstracts . . .		7			9	16	7	3	10	6
Books, memorandum . . . doz . . .		1	2			3	1	1	2	1
Blanks, monthly turnovers		125			200	325	125	125	250	75
Baskets, office		2			2	4	2		2	2
Box, post office		1			1	2	1		1	1
Brushes, damping			1			1	1		1	
Bands, gum		200	200			400	200		200	200
Blanks, abstract and returns, loose sheets		200			330	530	200	255	455	75
Blanks, abstract M, loose sheets . . .		300			410	710	300	130	430	280
Blanks, receipts, clothing and equipage		400			600	1,000	400	500	900	100
Boards, blotting sheets . . .		16				16		16	16	
Bolts			15			15		15	15	
Butts pairs . . .			12			12		12	12	
Blanks, report, daily . . . reams . . .		3	4			7	3	1	4	3
Blanks, pay-rolls do . . .		2	2 1-12			4 1-12	2	1-12	2 1-12	2
Books, copying		2	6			8		8	8	
Brushes, sweeping and dust		21				21				21
Boards, white pine feet . . .	37,128				47,802	84,930	20,544	38,386	58,930	26,000
Boards, common do . . .	7,384	9,996			14,524	31,904	7,384	19,751	27,135	4,769
Brushes, paint dozen . . .		15			1	16	2		2	14
Brushes, fitch and stencil		36				36				36
Blocks, wood		2			2	4	2		2	2
Brushes, stencil dozen . . .	3 1-12	3				6 1-12	3		3	3 1-12
Brushes, wall do . . .		4	4			8	4		4	4
Brooms, whisk do . . .		1	1			2	1		1	1
Brooms	72	72				144	72		72	72
Baskets, cap		2			2	4	2		2	2
Boards, crimping pairs . . .		24			24	48	24		24	24
Blocks, stock	198				198	396	198		198	198
Blocks, shoe	47				47	94	47		47	47
Balance, patent		1			1	2	1		1	1
Bell, fire		1			1	2	1		1	1
Blocks, patent		2			2	4	2		2	2
Box and pipe, large		1			1	2	1		1	1
Beam, cloth		1			1	2	1		1	1
Bellows	10				10	20	10		10	10
Brooms and handles, stable . doz . . .			4			4				4
Buckles, baling	646,509	38,736			661,074	1,346,319	646,509	67,574	714,083	632,236
Black drop pounds . . .			6			6				6
Boxes, packing		14,798				14,798		14,798	14,798	
Boxes, packing, old and broken . . .					1,200	1,200		1,200	1,200	
Black, lamp papers . . .			50			50				50
Boards, cloth, unserviceable					3,000	3,000		3,000	3,000	
Beeswax pounds . . .			25			25		25	25	
Brushes, sweeping			8		13	21	21		21	
Brushes, fitch		12			12	24	24		24	
Brush, dusting		1				1				1
Calendar		1			1	2	1		1	1
Clips, hand		18			18	36	18		18	18
Cup, damping		1	1			2	1		1	1
Circulars		6,500				6,500		6,500	6,500	
Chairs, office	10	40			27	77	37		37	40
Clock		1			1	2	1		1	1

A.—Statement of quartermasters' stores, &c.—Continued.

Articles.	On hand February 27, 1865.	Received from officers February 27 to June 30, 1865.	Purchased February 27 to June 30, 1865.	Manufactured February 27 to June 30, 1865.	Captured, gained, taken up February 27 to June 30, 1865.	Total.	Issued and transferred February 27 to June 30, 1865.	Sold, died, lost, expended, &c., February 27 to June 30, 1865.	Total.	On hand June 30, 1865.
Cases, book		18			18	36	18		18	18
Cases, pigeon-hole		19		1	19	39	20		20	19
Cans, one-gallon		7	6		1	14	7		7	7
Cans, oil		1			1	2	1		1	1
Compasses		1			1	2	1		1	1
Creasers		2	2			4	2		2	2
Cutter washer		1	1			2	1		1	1
Chains, halter		2	2			4	2		2	2
Cups, tin		2,368				2,368	2,000		2,000	368
Chisels, cold			3			3				3
Cuffs, hand, pairs		20		20		40	20		20	20
Chest, regimental		1		1		2	1		1	1
Chains, surveyor's		1		1		2	1		1	1
Carriages, hose, two-wheel		2		2		4	2		2	2
Chests, iron		2		2		4	2		2	2
Cart, one-horse		1		1		2	1		1	1
Chisels		64		64		128	64		64	64
Crates, unserviceable				81		81		81	81	
Cutter, string			1			1				1
Clamps, wooden			4			4				4
Cranks, iron			2			2				2
Crayons		4	5			9	4	1	5	4
Chrome, green		93				93	46½	46½	93	
Candles		7				7		4	4	3
Cloth, emery			24			24		18	18	6
Chrome, yellow			6			6				6
Coal, anthracite	36					36		36	36	
Directories, city		4				4	2		2	2
Desks		32		29	1	62	30		30	32
Drawers, cases		6		6		12	6		6	6
Diamond, glazier's		1			1	2	1		1	1
Dusters, painter's		6	6			12		6	6	6
Die, button		1			1	2	1		1	1
Dubbing		50	310		100	460	50	120	170	290
Erasers		4				4				4
Engine, fire, steam, complete	1	1				2	1		1	1
Envelopes		392	12,000		1,000	13,392		13,392	13,392	
Engines, fire		2			2	4	2		2	2
Eyelets			12			12		12	12	
Erasers, ink, pieces			1			1		1	1	
Erasers, ink			12			12		12	12	
Files, saw		41			41	82	41		41	41
Files		4	8		16	28	16		16	12
Files and handles		8	2		6	16	8		8	8
Forks		2,604				2,604	1,302		1,302	1,302
Frows		8			10	18	10		10	8
Figures, stencil		2			2	4	2		2	2
Fluid, Arnold's, bottles			1			1		1	1	
Fasteners, sash			6			6		6	6	
Glass			200			200		120	120	80
Glue			6			6		6	6	
Glass			10			10		10	10	
Hammers, riveting		2			2	4	2		2	2
Hammers		4	1		4	9	4		4	5
Hone		1			1	2	1		1	1
Handles, awl		3	1		2	6	3		3	3
Hose, gum	400	400				800	400		400	400
Hose		2,550			2,579	5,129	2,579		2,579	2,550
Hoops, iron, with buckles					3,337	3,337		3,337	3,337	
Holders, paper					2	2	2		2	
Hammer and handle, paving		1			1	2	1		1	1
Hods, coal		37			37	74	37		37	37
Hatchets, claw		3			3	6	3		3	3
Holders, pen		44				44		44	44	
Hasps			6			6		6	6	
Handles, crank			5			5		5	5	
Hooks and staples			6			6		6	6	

A.—Statement of quartermasters' stores, &c.—Continued.

Articles.	On hand February 27, 1865.	Received from officers February 27 to June 30, 1865.	Purchased February 27 to June 30, 1865.	Manufactured February 27 to June 30, 1865.	Captured, gained, taken up February 27 to June 30, 1865.	Total.	Issued and transferred February 27 to June 30, 1865.	Sold, died, lost, expended, &c., February 27 to June 30, 1865.	Total.	On hand June 30, 1865.
Handles, chest.....pairs.....			6			6		6	6	
Invoices, blank.....reams.....		3			7	10	3	4	7	3
Invoices of stores, blank...do....		3	5			8	3	2	5	3
Irons, plane.....		16			24	40	24		24	16
Iron, boiler.....pieces.....		1	1			2	1		1	1
Iron, hoop.....pounds.....		31,304	78,962			110,266	31,304	68,458	99,762	10,504
Iron, oxide of.....do.....		1,000				1,000	500		500	500
Iron, scrap, unserv'able...do....					4,841	4,841		4,841	4,841	
Ink.....bottles.....			24			24		24	24	
Ink, carmine, bottles...dozen....			2			2		2	2	
Joist.....feet.....		4,786			995	5,781		5,781	5,781	
Japan, drying.....gallons.....		10				10		1	1	9
Knives, hacking.....		2	2			4	2		2	2
Knives, shoe.....dozen.....		21 7-12	7		14 7-12	43 1-6	21 7-12		21 7-12	21 7 12
Knives.....		2,364				2,364	1,182		1,182	1,182
Knives.....		9			9	18	9		9	9
Latches, thumb.....dozen.....			1			1		1	1	
Line, tape.....			1			1				1
Locks.....			56			56		56	56	
Lamps, gas-fitters'.....		1			1	2	1		1	1
Levels, water, glass.....		2			4	6	4		4	2
Lasts.....pairs.....		988½	189		1,276	2,453½	988½	476½	1,465	988½
Letters, stencil.....		361			943	1,304	361	582	943	361
Letters, stencil.....sets.....		3			3	6	3		3	3
Lead, red.....pounds.....		40			57	97	40	57	97	
Lead, white.....do.....		3,400				3,400	400	2,400	2,800	600
Lime brushes.....			45			45		20	20	25
Locks, knob.....			2			2		2	2	
Lime, chloride.....pounds.....		77				77		77	77	
Logwood extract.....			26½			26½		26½	26½	
Mucilage.....quarts.....		7	12			19	7	9	16	3
Machines, eyelet.....		2	2			4	2		2	2
Map.....		1			1	2	1		1	1
Machines, sewing.....		6			6	12	6		6	6
Measuring machines.....		4			6	10	6		6	4
Machines, reeling.....		2			2	4	2		2	2
Machines, cloth-testing.....		2			2	4	2		2	2
Mallets.....		21			21	42	21		21	21
Measure and funnel.....		1			1	2	1		1	1
Matches.....gross.....			1			1		1	1	
Nippers.....pairs.....		1			1	2	1		1	1½
Needles, baling.....gross.....		½	2			2½	½	1½	2	½
Needles.....papers.....		4	8			12	4	4	8	4
Needles.....		40	60			100	40	20	60	40
Nails.....kegs.....		22	150		18	190	22	148	170	20
Nails, old.....pounds.....					2,846	2,846		2,846	2,846	
Oaths of allegiance.....		1,800				1,800	800	300	1,100	700
Oilers, machine.....			2			2				2
Oil, sweet.....bottles.....		8	12			20	8	6	14	6
Oil, linseed.....gallons.....		121				121	43	57	100	21
Oil, sperm.....do.....		3	10		7	20	3	17	20	
Ochre, yellow.....pounds.....		558				558	279		279	279
Oil, lard.....gallons.....			20			20		10	10	10
Presses, letter or copying.....		5	1		4	10	5		5	5
Paper, cap.....reams.....		3	12		2	17	3	12	15	2
Paper, letter.....do.....		5	10			15	5	8	13	2
Paper, letter.....quires.....		244				244		244	244	
Paper, note.....do.....		117				117		117	117	
Pens, steel.....		950				950		950	950	
Pencils, lead.....		18				18		18	18	
Plank.....feet.....		5,606	567		550	6,723		4,093	4,093	2,630
Pots, paint.....		49				49	24		24	25
Pincers.....pairs.....		50	12		38	100	50		50	50
Plate, cast-iron.....		1			1	2	1		1	1
Pipe, blow.....		1			1	2	1		1	1
Plates, tin.....		2,654				2,654	2,327		2,327	327
Punches, coopers'.....		8			8	16	8		8	8

A.—Statement of quartermasters' stores, &c.—Continued.

Articles.	On hand February 27, 1865.	Received from officers February 27 to June 30, 1865.	Purchased February 27 to June 30, 1865.	Manufactured February 27 to June 30, 1865.	Captured, gained, taken up February 27 to June 30, 1865.	Total.	Issued and transferred February 27 to June 30, 1865.	Sold, died, lost, expended, &c., February 27 to June 30, 1865.	Total.	On hand June 30, 1865.
Pliers.....pairs.....		34			34	68	34		34	34
Pots, iron.....		1			1	2	1		1	1
Pots, marking.....		31			31	62	31		31	31
Presses, screw or baling.....		30			30	60	30		30	30
Pans, stove.....		52			55	107	55		55	52
Paper, packing.....pounds.....		4,555	46,605			51,160	4,555	15,905	20,460	30,700
Paper, sand.....quires.....		10	12			22	10	5	15	7
Paper, petroleum.....pounds.....		14,595	99,843			114,438	14,595	49,483	64,438	50,000
Poles, hoop.....			21,236			21,236		13,027	13,027	8,209
Pens.....gross.....			24		14	38		38	38	
Paper, blotting.....sheets.....			300			300		300	300	
Pencils.....dozen.....			12			12		12	12	
Paper, note.....reams.....			3			3		3	3	
Paper, envelope.....do.....			2			2		2	2	
Pencils, lead.....gross.....			1			1		1	1	
Rests, arm.....		1			2	3	2		2	1
Rulers.....		1			1	2	1		1	1
Reports, inspection.....		50			75	125	50	25	75	50
Rulers, brass.....		5			5	10	5		5	5
Rubbers, shoe.....dozen.....		5	6			11	5	1	6	5
Runner, sled.....		1				1				1
Rosin.....pounds.....			10			10		10	10	
Rubber.....pieces.....			24			24		24	24	
Stands, ink.....		59			59	118	59		59	59
Slates.....		2	1		1	4	2		2	2
Stoves, gas-burner.....	20	70			50	140	70		70	70
Stools, desk.....		3			3	6	3		3	3
Scantling.....feet.....		29,426				29,426	3,472	20,614	24,086	5,340
Square.....		1			1	2	1		1	1
Stones, oil.....		3	1		2	6	3		3	3
Saw, compass.....			1			1				1
Shears.....pairs.....		6	7		3	16	6		6	10
Staples, large.....		2	2			4	2		2	2
Scythes.....		1	1			2	1		1	1
Stones, scythe.....		1	1			2	1		1	1
Spoons.....		2,492				2,492	1,246		1,246	1,246
Stone, gutter.....			1			1	1		1	
Stamps, postage, 3-cent.....		400				400	100	300	400	
Stamps, postage, 2-cent.....		400				400	100	300	400	
Soda.....pounds.....		3	10			13	3	10	13	
Screws, brass.....dozen.....			6			6		6	6	
Stamps, inspectors'.....		3			3	6	3		3	3
Sieves, coal, handled.....	2	2				4	2		2	2
Scales, platform.....		11			11	22	11		11	11
Scales and weights.....		7			7	14	7		7	7
Sights, vein.....		3			3	6	3		3	3
Stones, grind.....		3			3	6	3		3	3
Scythe and sheath.....		1			1	2	1		1	1
Saw, wood.....		1			1	2	1		1	1
Screws, baling.....			4			4		4	4	
Safes, iron, fire-proof.....		4				4				4
Soap.....pounds.....		40	60			100	40	40	80	20
Scrubs, hand.....dozen.....		2	2			4	2		2	2
Stone, pumice.....pounds.....		19	20			39	14	15	29	10
Shellac, gum.....			2			2				2
Sash.....pieces.....		38				38		38	38	
Strychnine.....vial.....			1			1		1	1	
Salt.....bushels.....			6			6		6	6	
Tape, red.....yards.....		800	1,000			1,800	800	400	1,200	600
Tickets, clothing.....	880,000					880,000	150,000	580,000	730,000	150,000
Tables.....		20			19	39	19		19	20
Tools, edge.....		2	2			4	2		2	2
Tools, sash.....		36				36				36
Trucks, store.....		63			63	126	63		63	63
Trees, boot.....pieces.....		210			210	420	210		210	210
Turpentine.....gallons.....		74	87½			161½	32	79½	111½	50
Tallow.....pounds.....			6			6		6	6	

A.—Statement of quartermasters' property, &c.—Continued.

Articles.	On hand July 1, 1864.	Received from officers during the year ending June 30, 1865.	Purchased during the year ending June 30, 1865.	Manufactured during the year ending June 30, 1865.	Captured, gained, taken up, &c., during the year ending June 30, '65.	Total.	Issued, transferred, &c., during the year ending June 30, 1865.	Sold, died, lost, expended, &c., during the year ending June 30, 1865.	Total.	On hand June 30, 1865.
Books, blank, 3 qrs	1					1	1		1	
Bags, grain	3, 675	9				3, 684	1, 440	2, 244	3, 684	
Brushes, whitewash			36			36	36		36	
Buckets			173			173	173		173	
Blanks, transportat'n. qrs			181			181		181	181	
Blanks, Q. M. Gen'l . . qrs			40			40		40	40	
Box, cold-air	84					84	84		84	
Boilers, farmer	10					10	10		10	
Coal		90, 000	1, 661, 740			1, 751, 740	1, 231, 360	520, 380	1, 751, 740	
Corn			4, 066			4, 066	4, 066		4, 066	
Cook-house	1				90	91	50	41	91	
Chairs	59					59	52	7	59	
Coal-hods	2					2	2		2	
Coal-shovels	1				2	3		3	3	
Candlesticks	2		3			5	2	3	5	
Chain			270			270	270		270	
Canal barrows			3			3	3		3	
Currycombs			1			1	1		1	
Dippers, tin		256				256	256		256	
Doors	14					14		14	14	
Desks	10	1	5			16	16		16	
Erasers										
Envelopes	number		21, 723			21, 723	16, 473	5, 250	21, 723	
Funnel	lbs	3, 109	120			3, 229	220	3, 009	3, 229	
Forks	number	15	236			251	236	15	251	
Fence	feet	70				70	70		70	
Forage-house	3					3	3		3	
Hose	feet		235			235	235		235	
Hose carriages			3			3	3		3	
Horseshoe nails	lbs		25			25	25		25	
Hooks	18					18		18	18	
Hand-cuffs	22					22	18	4	22	
Hoisting-slings	387				2	389	389		389	
Hay-forks			1			1	1		1	
Hook and ladder			1			1	1		1	
Halters, leather	104					104		104	104	
Hospitals	7					7	7		7	
Houses, guard	9					9	9		9	
Houses, officers'	5		1		28	34	34		34	
Hay	lbs	1, 786	980, 725			982, 511	982, 511		982, 511	
Ink, bottles			37			37	32	5	37	
Ink powder, packages			77			77	77		77	
Inkstands			22			22	22		22	
Invoices	qrs		40			40		40	40	
Iron safes	3		1		1	5	1	4	5	
Iron bunks	8					8		8	8	
Jackets, sheet-iron	4					4	4		4	
Joist	feet		9, 638			9, 638	9, 138	500	9, 638	
Kettles	10					10	10		10	
Knives		206				206	206		206	
Linseed oil	galls		8			8	8		8	
Lime	casks		21			21	21		21	
Lumber	feet	29, 000				29, 000		29, 000	29, 000	
Lamps	13					13	5	8	13	
Mucilage	bottles		6			6	6		6	
Medicine chest	1					1	1		1	
Manacles	21					21	21		21	
Nails	lbs	600	345			945	145	800	945	
Oats	lbs	102, 209	106, 464			208, 693	106, 464	102, 209	208, 693	
Putty	lbs		75			75	75		75	
Pails, water			12			12	12		12	
Pumps	11					11	5	6	11	
Packing, rubber	lbs		25			25	25		25	
Paper, sand	sheets		24			24	24		24	
Paper, blotting			60			60	36	24	60	
Paper, abstract	qrs		15			15		15	15	
Paper, foolscap	qrs		672			672	672		672	

A.—Statement of quartermasters' property, &c.—Continued.

Articles.	On hand July 1, 1864.	Received from officers during the year ending June 30, 1865.	Purchased during the year ending June 30, 1865.	Manufactured during the year ending June 30, 1865.	Captured, gained, taken up, &c., during the year ending June 30, '65.	Total.	Issued, transferred, &c., during the year ending June 30, 1865.	Sold, died, lost, expended, &c., during the year ending June 30, 1865.	Total.	On hand June 30, 1865.
Paper, letter.....qrs.			773			773	693	80	773	
Paper, oil.....			2			2		2	2	
Pencils, lead.....			91			91	67	24	91	
Pen-holders.....			130			130	150		130	
Pens, steel.....			4,058			4,058	3,482	576	4,058	
Plank.....feet.			300			300	300		300	
Plates.....		272				272	272		272	
Quills.....gross.			263			263	243	20	263	
Roofing.....feet.			49,210			49,210	49,210		49,210	
Rakes.....			5			5	5		5	
Ranges.....	3		7			10	10		10	
Rope.....lbs.			60			60	60		60	
Straw.....lbs.			135,912			135,912	135,912		135,912	
Sinks.....	10					10	10		10	
Stables.....	14					14	14		14	
Settees.....	4		1			5	5		5	
Stools.....	16					16	14	2	16	
Steamer "Wm. Claud".....	1					1	1		1	
Shingles.....M.			3			3	3		3	
Shovels.....			15			15	15		15	
Screws.....no.			576			576	576		576	
Spoons.....	147	221				368	221	147	368	
Stoves.....	46		5			51	51		51	
Tables.....	25		2			27	14	13	27	
Tin.....sheets.	40		8			48	8	40	48	
Timber.....feet.			768			768		768	768	
Tape.....pieces.			262			262		262	262	
Ventilators.....	119					119	112	7	119	
Ventilating shafts.....	287					287	287		287	
Wood.....cords.			255			255	253	2	255	
Wafers.....oz.			30			30	30		30	
Wax, sealing.....oz.			244			244	244		244	
Wagon, camp.....	1					1	1		1	
Wheelbarrows.....			5			5	5		5	
Window glass.....boxes.			2			2	2		2	
Water barrels.....no.			60			60	60		60	
White lead.....lbs.			125			125	125		125	
Zinc.....lbs.	201					201	20	181	201	

WM. W. MCKIM, Captain and A. Q. M. U. S. A.
JOHN V. FUREY, Captain and A. Q. M.

A true copy :

B.—Statement of clothing, camp and garrison equipage, from September 16, 1864, to February 23, 1865, at the Cincinnati depot.

Articles.	On hand Sept. 17, 1864.	Received by purchase.	Received from officers.	Manufactured.	Total.	Issued.	Balance on hand Feb. 23, 1865.
Axes, felling.....	18,212	19,500			37,712	18,366	19,346
Axe handles.....	18,564	19,663			38,227	18,369	19,858
Bedsacks, double.....	1,892			2,600	4,492	3,935	557
Bedsacks, single.....	4,152			8,164	12,316	4,778	7,538
Bugles with extra mouth-pieces.....	693	924			1,617	895	722
Bugle cords and tassels.....	796				796	150	646
Blankets, wool.....	24,618	286,033	25,727		336,378	321,403	14,975
Blankets, rubber poncho.....	129,577	268,225			397,802	191,470	206,332
Boots.....	31,412	190,816	1,339		223,567	202,835	20,732

B.—Statement of clothing, camp and garrison equipage, &c.—Continued.

Articles.	On hand Sept. 17, 1864.	Received by pur- chase.	Received from officers.	Manufactured.	Total.	Issued.	Balance on hand Feb. 23, 1865.
Bootees	206,210	385,483	604		592,297	345,812	246,485
Bugles for hats	6,490	138,000	4,569		149,059	45,000	104,059
Coats, uniform, artillery		1,500		2,300	3,800	500	3,300
Coats, uniform, engineers'	400			600	1,000		1,000
Coats, uniform, footmen	40,376	58,328	24,790	5	123,499	67,015	56,484
Coats, uniform, boys'	1,000				1,000		1,000
Coats, great, foot	94,165	52,800	105,500	801	253,265	213,463	39,802
Coats, great, mounted	78,467	19,974	60,286	33	158,760	109,355	49,405
Coats, great, boys'	1,000				1,000		1,000
Coats, sack, lined	55,338	287,300	1,202	131,612	475,452	293,984	181,468
Coats, sack, unlined	216,458	3,905	14	2,393	222,770		222,770
Cap-covers	22,122		888		23,010	1,751	21,259
Caps, forage	103,664	307,700	429		411,793	134,702	277,091
Castles for hats	8,000				8,000		8,000
Chevrons, service, artillery	4,000	600			4,600		4,600
Chevrons, service, infantry	12,500	900			13,400		13,400
Chevrons, service, cavalry	8,500	1,300			9,800		9,800
Chevrons, hospital steward	102				102	26	76
Chevrons, cavalry, sergeant major	201				201	35	166
Chevrons, quartermaster sergeant	216				216	42	174
Chevrons, cavalry, 1st sergeant	1,128				1,128	155	973
Chevrons, cavalry, sergeant	2,221				2,221	1,221	1,000
Chevrons, cavalry, corporal	3,006				3,006	1,887	1,119
Chevrons, artillery, sergeant major	100				100	20	80
Chevrons, artillery, quartermaster sergeant	100				100	26	74
Chevrons, artillery, 1st sergeant	458				458	113	345
Chevrons, artillery, sergeant	213				213	5	208
Chevrons, infantry, sergeant major	195				195	72	123
Chevrons, infantry, quartermaster sergeant	406				406	97	309
Chevrons, infantry, 1st sergeant	3,227	349			3,576	653	2,923
Chevrons, infantry, sergeant	5,465				5,465	2,439	3,026
Chevrons, infantry, corporal	3,566				3,566	2,672	894
Comforts	2				2		2
Company letters	45,906	300,000	65		345,971	24,150	321,821
Company numbers	53,656	315,000	131		368,787	54,476	314,311
Cords, R. P., tent	180,850				180,850		180,850
Cords and tassels, artillery	13,092	11,442			24,534	4,000	20,534
Cords and tassels, cavalry	14,271	7,828			22,099	13,000	7,099
Cords and tassels, infantry	29,394	28,605	106		58,105	35,500	22,605
Crossed, cannon	2,460	50,000	3,000		55,460	6,756	48,704
Crossed, sabre	19,598	54,965			72,563	20,756	51,807
Canteens	295,033	190,000	9,607		494,640	223,891	270,749
Camp-kettles	30,067	1,431			31,498	22,868	8,630
Color-belts	470				470	6	464
Colors, national	17	114			131	70	61
Colors, regimental, artillery	59	27			86	10	76
Colors, regimental, infantry	74	200	100		374	187	187
Colors, camp	159	300			459	153	306
Drums	662	1,388			2,050	1,065	985
Drum-heads, batter	1,907	1,457			3,364	1,181	2,183
Drum heads, snare	5,579				5,579	1,001	4,578
Drum-snare	1,094	1,500			2,594	1,520	1,074
Drum-cords	1,306				1,306	223	1,083
Drum-slugs	724	1,388			2,012	1,021	1,091
Drum-sticks	990	1,385			2,375	965	1,413
Drum-carriages	943	1,388			2,331	957	1,374
Drum-cases	730	1,388			2,118	1,065	1,053
Drawers	466,371	3,300	2,100	443,009	914,780	665,166	249,614
Eagles for hats	8,876	149,981	2,071		160,928	45,000	115,928
Flags, ambulance and guidon	1,682	50			1,730	106	1,626
Flags, garrison	14	98			112	29	83
Flags, storm		371			371	150	221
Flags, post, field, hospital		28			28	28	
Flags, recruiting	388				388	53	335
Fifes	1,732				1,732	433	1,299
Guidons	418	55			473	336	147
Gloves, buckskin	4				4		4
Greatcoat straps	135,520	25,000			160,520	104,482	56,038
Hats, uniform	45,114	165,878	1,124		212,116	100,361	111,755
Hat feathers	11,365		102		11,467	11,467	
Hat-feather sockets	1,000				1,000	1,000	
Halliards, garrison and storm	177	756			933	352	581
Halliards, recruiting	1,027				1,027	51	976
Haversacks	186,382	189,903	1,231		377,516	277,877	99,629
Hatchets	4,728	26,020	596		31,344	17,362	13,982
Hatchet-handles	3,556	45,372	612		49,837	17,862	31,975

B.—Statement of clothing, camp and garrison equipage, &c.—Continued.

Articles.	On hand Sept. 17, 1864.	Received by pur- chase.	Received from officers.	Manufactured.	Total.	Issued.	Balance on hand Feb. 23, 1865.
Jackets, artillery.....	9,783			37,064	46,847	19,682	27,165
Jackets, cavalry.....	51,713	1,295	3,240	52,822	109,070	45,221	63,849
Jackets, invalid corps.....	10,188		551	284	11,023	5,240	5,783
Jackets, knit.....			448		448		448
Jackets, uniform, dragoons.....	1				1		1
Jackets, cavalry, musician.....	83		3		86		86
Jackets, zouave.....	855				855		855
Knapsacks.....	101,459	286,025	500		387,984	133,963	254,021
Leggings, zouave.....	8				8		8
Mittens, woollen.....	30,243				30,243	10,000	20,243
Mittens, cotton duck.....	5,036				5,036		5,036
Mess-pans.....	32,589	56,000			88,589	36,545	52,044
Overalls, engineers'.....	2,000				2,000	2,000	
Pick-axes.....	23,339				23,339	7,266	16,073
Pick-axe handles.....	25,098				25,098	6,566	18,532
Quilts.....	2				2		2
Shovels.....		34,760			34,760	22,260	12,500
Spades.....	8,659	24,000	61		32,720	30,766	1,954
Slings, axe.....	100				100		100
Standards, cavalry.....	414	175			589	52	537
Stoves for Sibley tents.....	45				45		45
Stable-frocks.....	7,495		2		7,497	5,000	2,497
Shirts.....	298,396	577,803	900	428,024	1,305,123	740,569	564,554
Stockings.....	448,802	637,513	1,000		1,086,595	996,957	89,638
Shells and flames.....	11,250				11,250		11,250
Stocks, leather.....	30,425				30,425	2,250	28,175
Trowsers, boys'.....	1,000				1,000		1,000
Trowsers, foot.....	45,292	502,331	1,546	17,369	566,538	401,347	165,191
Trowsers, mounted.....	55,897	125,781	1,400	7,985	180,973	158,121	22,852
Trowsers, zouave.....	653				653		653
Tripods for Sibley tents.....	1				1		1
Tents, bell.....				38	38		38
Tents, common.....	809			14	823	800	23
Tents, shelter.....	8,440	90,893	500	55,400	155,236	101,664	53,572
Tents, Sibley.....				1	1		1
Tents and flies, hospital.....	998	1,065		985	3,048	1,431	1,617
Tents and flies, wall.....	814	1,998		2,000	4,812	1,806	3,006
Tent-pins, common.....	13,806				13,806	13,806	
Tent-pins, large.....	18,558	170,592			189,150	42,742	146,408
Tent-pins, small.....	32,189	364,943			397,132	61,453	325,679
Tent-poles, common.....	416				416	416	
Tent-poles, hospital.....	573	3,000			3,573	1,325	2,248
Tent-poles, Sibley.....	44				44		44
Tent-poles, wall.....	1,587	1,500	5		6,092	1,906	4,186
Trumpets.....	503	1,000			1,503	640	863
Trumpet cords and tassels.....		2,507			2,507	810	1,697
Books, regimental General Order.....	296				296	87	214
Books, regimental letter.....	13	568			581	123	458
Books, regimental descriptive.....	56	440			496	118	378
Books, regimental index.....	278	70			348	110	238
Books, regimental order.....	6	420			426	194	232
Books, company order.....	1,252	600			1,852	119	1,733
Books, clothing.....	1,196	600			1,796	177	1,619
Books, descriptive.....	1,139	600			1,739	109	1,630
Books, morning report.....	1,330	600			1,930	113	1,817
Books, post order.....	265	673			938	1	937
Books, post morning report.....	56	639			695	1	694
Books, post letter.....	365	640			1,005		1,005
Books, post guard report.....	226	131			357	107	250
Books, target practice.....		458			458	50	408

The articles enumerated in this statement are borne upon the rolls of the military storekeeper.

WM. W. MCKIM

Colonel, Quartermaster's Department U. S. A.

A true copy:

JOHN V. FUREY, Captain and A. Q. M

B B.—Statement of materials from February 27, 1865, to June 30, 1865, inclusive, at the Philadelphia depot.

Articles.	On hand February 27, 1865.	Received from officers to June 30, 1865.	Purchased from February 27 to June 30, 1865.	Manufactured from February 27 to June 30, 1865.	Captured, gained, taken up, &c., from February 27 to June 30, 1865.	Total.	Issued and transferred from February 27 to June 30, 1865.	Sold, lost, died, expended, &c., from February 27 to June 30, 1865.	Total.	On hand June 30, 1865.
Alpaca, black yards.	36,241 $\frac{1}{4}$	35,579 $\frac{1}{4}$			4,925	76,746 $\frac{1}{4}$	41,166 $\frac{1}{4}$		41,166 $\frac{1}{4}$	35,579 $\frac{1}{4}$
Burlaps do.	32,430		50,653			83,083		77,534	77,534	5,549
Buckram do.	1,240 $\frac{1}{4}$					1,240 $\frac{1}{4}$		1,240 $\frac{1}{4}$	1,240 $\frac{1}{4}$	
Bagging, flax do.	4,880 $\frac{1}{4}$					4,880 $\frac{1}{4}$		4,880 $\frac{1}{4}$	4,880 $\frac{1}{4}$	
Boards, paste pounds.	801 $\frac{1}{4}$					801 $\frac{1}{4}$		801 $\frac{1}{4}$	801 $\frac{1}{4}$	
Bunting, red pieces.	71	145 $\frac{1}{4}$	200			416 $\frac{1}{4}$	349 $\frac{1}{4}$	1 $\frac{1}{4}$	351	65 $\frac{1}{4}$
white do.	35	146 $\frac{1}{4}$	200			381 $\frac{1}{4}$	270 $\frac{1}{4}$	4 $\frac{1}{4}$	275	106 $\frac{1}{4}$
blue do.	38	95 $\frac{1}{4}$	100			234	158 $\frac{1}{4}$		158 $\frac{1}{4}$	75 $\frac{1}{4}$
red yards.		9 $\frac{1}{4}$			163 $\frac{1}{4}$	173 $\frac{1}{4}$	163 $\frac{1}{4}$		163 $\frac{1}{4}$	9 $\frac{1}{4}$
white do.		8			162	170	162		162	8
blue do.		21			121	142	121		121	21
Braid, worsted, blue, $\frac{1}{8}$ -inch . . . do.	500					500	500		500	
worsted, scarlet, $\frac{1}{8}$ -inch . . . do.	4,025	3,024	34,992			42,041	16,553		16,553	25,488
worsted, sky-blue, $\frac{1}{8}$ -inch . . . do.	29,745	31,728			1,983	63,456	31,728		31,728	31,728
worsted, yellow, $\frac{1}{8}$ -inch . . . do.	24,134	25,284			1,150	50,568	25,284		25,284	25,284
worsted, red, $\frac{1}{8}$ -inch . . . do.	700					700	700		700	
Buckles, roller, $\frac{1}{4}$ -inch . . . gross.	127 $\frac{1}{4}$	6				133 $\frac{1}{4}$	6	121 $\frac{1}{4}$	127 $\frac{1}{4}$	6
roller, $\frac{1}{4}$ -inch . . . do.	369 $\frac{1}{4}$	61				430 $\frac{1}{4}$	369 $\frac{1}{4}$		369 $\frac{1}{4}$	61
roller, 1-inch . . . do.	1,991	2,401 $\frac{1}{4}$			410 $\frac{1}{4}$	4,803 $\frac{1}{4}$	2,401 $\frac{1}{4}$		2,401 $\frac{1}{4}$	2,401 $\frac{1}{4}$
roller, 1 $\frac{1}{4}$ -inch . . . do.	27	8 $\frac{1}{4}$				35 $\frac{1}{4}$	8 $\frac{1}{4}$	18 $\frac{1}{4}$	27	8 $\frac{1}{4}$
stock do.	347					347	347		347	
pant do.	52 $\frac{1}{4}$	283	500		230 $\frac{1}{4}$	1,066	593		593	473
hat do.	4,142					4,142		4,142	4,142	
Buttons, coat do.	10,914	50,015			113	16,042	12,227		12,227	3,815
vest do.	3,694	11,072 $\frac{1}{4}$	26,161			40,934 $\frac{1}{4}$	14,357 $\frac{1}{4}$	340 $\frac{1}{4}$	14,698	26,236 $\frac{1}{4}$
shirt do.	17,268	5,928	668			23,888	22,616		22,616	1,272
suspender do.	3,772	25,292	44,400		24	73,464	39,004	168	39,172	34,292
gilt ball do.	100	100				200	100		100	100

[illegible]

B B.—Statement of materials, &c.—Continued.

Articles.	On hand February 27, 1865	Received from officers to June 30, 1865.	Purchased from February 27 to June 30, 1865.	Manufactured from February 27 to June 30, 1865.	Captured, gained, taken up, &c., from February 27 to June 30, 1865.	Total.	Issued and transferred from February 27 to June 30, 1865.	Sold, died, lost, expended, &c., from February 27 to June 30, 1865.	Total.	On hand June 30, 1865.
Flannel, Canton, 3 quarter yards	33, 364½	450, 551½	601, 557½	.....	.....	1, 085, 473½	652, 645	.....	652, 645	432, 828½
wool, blue, 6-quarter do . . . .	.....	.....	104, 650	.....	5, 000	109, 650	73, 371½	.....	73, 371½	36, 278½
wool, blue, 3-quarter do	21, 268	228, 008½	1, 136, 532½	.....	128½	1, 385, 936½	834, 202½	128½	834, 330½	551, 606½
gray twilled, 3-quarter do . . . .	.....	575, 003	1, 539, 160	9, 143½	48	2, 123, 355½	1, 138, 097	48	1, 138, 145½	985, 209½
white wool do	4, 629½	3, 864½	.....	35½	.....	8, 529½	4, 665	.....	4, 665	3, 864½
scarlet wool do	3, 987½	3, 987½	.....	.....	.....	7, 974½	3, 987½	.....	3, 987½	3, 987½
Floss pounds . . . .	.....	.....	10	.....	.....	10	1	.....	1	9
Gudgeons	315	.....	.....	.....	.....	315	.....	315	315	.....
Hooks	352, 370	277, 632	.....	.....	1, 798	631, 800	354, 168	.....	354, 168	277, 632
Keys for coats	39	.....	.....	.....	.....	39	39	.....	39	.....
Kersey, sky-blue, 6-quarter yards	14, 814½	.....	110, 176½	.....	.....	124, 991	100, 445½	.....	100, 445½	24, 545½
sky-blue, 3-quarter do	98, 666	157, 888½	1, 603, 441½	.....	5, 007	1, 865, 003½	1, 264, 021½	.....	1, 264, 021½	600, 981½
dark-blue, 6-quarter do . . . .	.....	256½	.....	.....	256½	513	256½	.....	256½	256½
dark-blue, 3-quarter do	31½	.....	.....	.....	.....	31½	31½	.....	31½	.....
dark-green, 6-quarter do	1, 049½	1, 108½	.....	.....	.....	2, 217	1, 108½	.....	1, 108½	1, 108½
Linings do	48, 821½	42, 845	197, 249½	.....	59½	296, 426½	265, 643	46½	265, 689½	30, 737½
Linen, brown do	4, 778½	.....	.....	.....	1½	4, 779½	4, 778½	1½	4, 779½	.....
Lace, worsted, yellow, 1½-inch do	397½	8, 750	44, 750	.....	.....	53, 897½	24, 897½	.....	24, 897½	29, 000
worsted, green, 1½-inch do	12, 191	12, 384	.....	.....	193	24, 768	12, 384	.....	12, 384	12, 384
worsted, scarlet, 1½-inch do	420½	4	24, 350	.....	.....	24, 774½	24, 766½	.....	24, 766½	8
worsted, crimson, 1½-inch do	165½	167½	.....	.....	9½	342½	175	.....	175	167½
worsted, sky-blue, 1½-inch do	28, 035½	19, 925	.....	.....	.....	47, 960½	28, 035½	.....	28, 035½	19, 925
worsted, dark-blue, 1½-inch do . . . .	.....	7, 210½	27, 975	.....	184	35, 369½	20, 943	.....	20, 943	14, 426½
worsted, yellow, 1½-inch do	13, 793½	.....	39, 820	.....	.....	53, 613½	53, 001½	.....	53, 001½	612
worsted, green, ½-inch do	159½	.....	.....	.....	.....	159½	159½	.....	159½	.....
worsted, scarlet, ½-inch do	44, 153½	.....	5, 324½	.....	36	49, 514	49, 514	.....	49, 514	.....
worsted, crimson, ½-inch do . . . .	.....	17½	.....	.....	2½	20	2½	.....	2½	17½
worsted, sky-blue, ½-inch do	91, 963	.....	45, 624	.....	.....	137, 587	77, 042	30, 921	107, 963	29, 624

worsted, dark-blue, $\frac{1}{4}$ -inch..do..	51,745 $\frac{1}{4}$	4,147 $\frac{1}{4}$	13 $\frac{1}{4}$	55,906 $\frac{1}{4}$	55,575	.....	.....	55,575	331 $\frac{1}{4}$
worsted, orange, $\frac{3}{8}$ -inch.....do..	698 $\frac{1}{4}$	.....	.....	698 $\frac{1}{4}$	698 $\frac{1}{4}$	.....	.....	698 $\frac{1}{4}$	.....
worsted, yellow, $\frac{3}{8}$ -inch.....do..	169,963	.....	.....	657,214	365,221	.....	1,812	367,033	290,181
worsted, green, $\frac{3}{8}$ -inch.....do..	955	.....	.....	955	955	.....	.....	955	.....
worsted, scarlet, $\frac{3}{8}$ -inch.....do..	7,949	50	501	57,920	54,695	.....	.....	54,695	3,225
worsted, crimson, $\frac{3}{8}$ -inch.....do..	436	.....	.....	436	436	.....	.....	436	.....
worsted, sky-blue, $\frac{3}{8}$ -inch.....do..	9,966	9,508	.....	19,474	9,966	.....	.....	9,966	9,508
silk, orange, $\frac{1}{4}$ -inch.....do..	4 $\frac{1}{4}$	.....	.....	4 $\frac{1}{4}$	4 $\frac{1}{4}$	.....	.....	4 $\frac{1}{4}$	.....
silk, yellow, $\frac{1}{4}$ -inch.....do..	.....	1,400	.....	15,250	5,450	.....	.....	5,450	9,800
silk, green, $\frac{1}{4}$ -inch.....do..	41	.....	.....	41	41	.....	.....	41	.....
silk, scarlet, $\frac{1}{4}$ -inch.....do..	.....	1,391	41	13,716	4,291	.....	.....	4,291	9,425
silk, crimson, $\frac{1}{4}$ -inch.....do..	1,999	2,000	.....	4,000	2,000	.....	.....	2,000	2,000
silk, sky-blue, $\frac{1}{4}$ -inch.....do..	2,168	5,301 $\frac{1}{4}$	241 $\frac{1}{4}$	15,671	9,169 $\frac{1}{4}$	.....	.....	9,169 $\frac{1}{4}$	6,501 $\frac{1}{4}$
silk, dark-blue, $\frac{1}{4}$ -inch.....do..	4,620	4,621	1	9,242	4,621	.....	.....	4,621	4,621
Leather, goat morocco.....sides	42	.....	.....	42	.....	.....	42	42	.....
sheep morocco.....do..	88	.....	.....	88	.....	.....	88	88	.....
black bridle.....do..	109	2	.....	111	2	.....	107	109	2
wax upper.....feet	25,257 $\frac{1}{4}$	14,220 $\frac{1}{4}$	1,452 $\frac{1}{4}$	298,290 $\frac{1}{4}$	28,095 $\frac{1}{4}$	.....	387 $\frac{1}{4}$	218,483 $\frac{1}{4}$	79,807 $\frac{1}{4}$
sole.....pounds	42,724 $\frac{1}{4}$	61,635	268 $\frac{1}{4}$	336,198	199,525 $\frac{1}{4}$	.....	268 $\frac{1}{4}$	199,794	136,403 $\frac{1}{4}$
welt.....do..	5,519	4,918	12 $\frac{1}{4}$	31,071 $\frac{1}{4}$	16,901 $\frac{1}{4}$	.....	12 $\frac{1}{4}$	16,914	14,157 $\frac{1}{4}$
stock.....sides	71	.....	.....	71	.....	.....	71	71	.....
vizor.....feet	.....	16	16	32 $\frac{1}{4}$	16 $\frac{1}{4}$	.....	.....	16 $\frac{1}{4}$	16 $\frac{1}{4}$
Legs, boot.....pairs	.....	.....	.....	12,820	12,820	.....	.....	12,820	.....
Line, tent.....pounds	4	.....	.....	46	.....	.....	4	4	42
Muslin, bleached, $\frac{1}{4}$ and $\frac{1}{2}$.....yards	426	.....	2 $\frac{1}{4}$	953 $\frac{1}{4}$	428 $\frac{1}{4}$	.....	.....	428 $\frac{1}{4}$	524 $\frac{1}{4}$
unbleached, $\frac{1}{4}$ and $\frac{1}{2}$.....do..	255,348 $\frac{1}{4}$	384,285	3,156 $\frac{1}{4}$	876,302 $\frac{1}{4}$	507,066 $\frac{1}{4}$	.....	30 $\frac{1}{4}$	507,097 $\frac{1}{4}$	369,205
Netting, mosquito.....pieces	496	530	34	1,060	530	.....	.....	530	530
Needles, sail.....yards	1,000	1,000	.....	2,000	1,000	.....	.....	1,000	1,000
Padding, canvas.....yards	265 $\frac{1}{4}$	18,205 $\frac{1}{4}$	.....	68,497 $\frac{1}{4}$	45,920 $\frac{1}{4}$	.....	.....	45,920 $\frac{1}{4}$	22,577
Rope, baling.....pounds	.....	2,137	2,137	14,298	2,137	.....	.....	2,137	12,161
bolt.....do..	5,505 $\frac{1}{4}$	4,632	.....	10,559 $\frac{1}{4}$	6,013 $\frac{1}{4}$	.....	.....	6,013 $\frac{1}{4}$	4,546
Rings, tent, 2 $\frac{1}{4}$ -inch.....	38	.....	.....	38	.....	.....	38	38	.....
tent, 18-inch.....yards	12,380	.....	.....	12,380	10,529	.....	1,851	12,380	.....
Silesia, black.....yards	10,701 $\frac{1}{4}$	38,999	69 $\frac{1}{4}$	99,769	67,039 $\frac{1}{4}$	.....	.....	67,039 $\frac{1}{4}$	32,729 $\frac{1}{4}$
Sheeting, Russia.....do..	828 $\frac{1}{4}$	.....	.....	828 $\frac{1}{4}$	.....	.....	828 $\frac{1}{4}$	828 $\frac{1}{4}$	.....
Serge, red.....do..	29 $\frac{1}{4}$	29 $\frac{1}{4}$	.....	59	29 $\frac{1}{4}$	.....	.....	29 $\frac{1}{4}$	29 $\frac{1}{4}$
Silk, sewing.....pounds	29 $\frac{1}{4}$	25 $\frac{1}{4}$	28 $\frac{1}{4}$	83	57 $\frac{1}{4}$	.....	.....	57 $\frac{1}{4}$	25 $\frac{1}{4}$
sewing.....skeins	646	.....	.....	646	646	.....	.....	646	.....
Silk twist.....pounds	21 $\frac{1}{8}$	.....	.....	21 $\frac{1}{8}$	21 $\frac{1}{8}$	.....	.....	21 $\frac{1}{8}$	.....
Spears and ferrules, color.....	.....	2	2	4	2	.....	.....	2	2
Staves, color.....	13	9	.....	22	13	.....	.....	13	9

B B.—Statement of materials, &c.—Continued.

Articles.	On hand February 27, 1865.	Received from officers to June 30, 1865.	Purchased from February 27 to June 30, 1865.	Manufactured from February 27 to June 30, 1865.	Captured, gained, taken up, &c., from February 27 to June 30, 1865.	Total.	Issued and transferred from February 27 to June 30, 1865.	Sold, died, lost expended, &c., from February 27 to June 30, 1865.	Total.	On hand June 30, 1865.
Staves, guidon.....	32	25	.....	.....	.....	57	25	7	32	25
Slides, chin-strap.....	30,378	.....	.....	.....	.....	30,378	.....	30,378	30,378	.....
Straps, knapsack.....sets.....	750	.....	.....	.....	.....	750	750	.....	750	.....
Staples for coats.....	127	.....	.....	.....	.....	127	127	.....	127	.....
Slips, tent.....	114,944	53,582	.....	.....	.....	168,526	54,757	61,387	116,144	52,382
Straps, tent.....	100	.....	.....	.....	.....	100	100	.....	100	.....
Tape, drawer.....pieces.....	11,939	16,608	.....	.....	15,709	44,256	30,768	.....	30,768	13,488
bed-sack.....do.....	5,464	5,464	.....	.....	.....	10,928	5,464	.....	5,464	5,464
Thread.....pounds.....	10,769½	21,058½	24,924	.....	.....	56,752½	38,643½	654½	39,297½	17,454½
Thread.....skeins.....	137	.....	.....	316½	.....	453½	.....	453½	453½	.....
Twine, flax sewing.....pounds.....	1,126½	90	.....	.....	.....	1,216½	90	1,126½	1,216½	.....
Trimnings, knapsack.....sets.....	9,315	754	.....	.....	.....	10,069	754	8,561	9,315	754
Thimbles, flag.....	806	325	.....	.....	.....	1,131	325	681	1,006	125
Twine, flax.....pounds.....	5	.....	.....	.....	.....	5	.....	5	5	.....
blocking.....do.....	1,760½	1,153½	.....	.....	.....	2,914½	1,153½	682½	1,836	1,078½
Tripods.....	4,287	1	.....	.....	.....	4,288	3,707	581	4,288	.....
Twine, cotton.....pounds.....	.....	421½	511½	.....	.....	933	421½	90	511½	421½
Uppers, boottee.....pairs.....	.....	.....	.....	47,559	.....	47,559	47,559	.....	47,559	.....
Wadding.....sheets.....	65,734	42,662	.....	.....	.....	108,396	69,334	.....	69,334	39,062
Webbing, 1-inch.....pieces.....	17,040	.....	.....	.....	.....	17,040	12,380	4,660	17,040	.....
1½-inch.....do.....	935	.....	.....	.....	.....	935	.....	935	935	.....
Yarn, rope.....pounds.....	5,002	4,175	.....	.....	.....	9,177	4,175	827	5,002	4,175

The material enumerated in this statement is borne upon the returns of the military storekeeper.

WM. W. MCKIM,
Colonel, Chief Quartermaster Philadelphia Depot.JOHN V. FUREY,
Captain and Assistant Quartermaster.

A true copy:

B B.—Statement showing the receipts and issues of material from September 16, 1864, to February 23, 1865, at the Cincinnati depot.

Articles.	On hand Septem- ber 17, 1864.	Received by pur- chase.	Received from of- ficers.	Taken up.	Total.	Transferred, &c.	Expended.	Balance on hand February 23, 1865.
Alpaca, black..... yards..	1,985	.....	.....	.....	1,985	.....	1,857 $\frac{3}{4}$	127 $\frac{1}{4}$
Burlaps..... do..	18,006	91,805 $\frac{1}{4}$	.....	.....	109,811 $\frac{1}{4}$	.....	24,262	85,549 $\frac{1}{4}$
Buttons, bone..... gross..	8,696	16,444	.....	.....	25,340	.....	20,052 $\frac{3}{4}$	5,287 $\frac{1}{4}$
coat..... do..	9,390	92 $\frac{1}{2}$	.....	.....	9,482 $\frac{1}{2}$	.....	560	8,922 $\frac{1}{2}$
shirt..... do..	14,149	5,004	.....	.....	19,153	1,900	6,065	11,188
suspender..... do..	4,476	8,208	.....	.....	12,684	2,700	1,391	8,593
tent..... do..	53,000	199,000	.....	.....	252,900	.....	197,400	55,500
vest..... do..	5,100	18,490	1 $\frac{3}{4}$	.....	23,591 $\frac{3}{4}$	.....	12,711	10,880 $\frac{3}{4}$
Binding, white stay..... pieces..	38,388	59,520	.....	.....	97,908	27,000	25,056	45,852
Cloth, sky-blue kersey..... yards..	65,288 $\frac{3}{4}$	118,190 $\frac{1}{4}$	.....	3,122 $\frac{1}{4}$	186,541 $\frac{3}{4}$	48,999 $\frac{1}{4}$	114,527	22,015 $\frac{1}{4}$
dark-blue uniform..... do..	89,370	245,612 $\frac{1}{4}$	.....	.....	334,982 $\frac{1}{4}$	.....	221,484 $\frac{3}{4}$	113,497 $\frac{1}{4}$
facing..... do..	758 $\frac{1}{4}$	.....	.....	.....	758 $\frac{1}{4}$	.....	68	690 $\frac{1}{4}$
Corset jeans..... do..	3,279 $\frac{1}{4}$	.....	.....	$\frac{1}{4}$	3,280	.....	2,340	940
Canvas padding..... do..	18,976 $\frac{1}{4}$	69,897	.....	.....	88,873 $\frac{1}{4}$	.....	56,724	32,149 $\frac{1}{4}$
Canteen corks..... do..	.....	9,000	.....	.....	9,000	.....	8,200	800
Duck, 8-ounce..... yards..	17,935 $\frac{3}{4}$	.....	.....	.....	17,935 $\frac{3}{4}$	.....	17,935 $\frac{3}{4}$	.....
10-ounce..... do..	114,720 $\frac{1}{4}$	507,420 $\frac{1}{4}$	.....	12,393 $\frac{1}{4}$	634,534	.....	276,470 $\frac{3}{4}$	358,063 $\frac{1}{4}$
12-ounce..... do..	19,549	471,587 $\frac{3}{4}$	.....	1,176 $\frac{1}{4}$	492,313	.....	73,840	418,473
Drill..... do..	216,014	402,058 $\frac{1}{4}$	.....	.....	618,072 $\frac{1}{4}$	.....	578,749 $\frac{3}{4}$	39,322 $\frac{1}{4}$
Flannel, blouse..... do..	229,780 $\frac{1}{4}$	190,722 $\frac{1}{4}$	.....	.....	420,503	.....	419,085 $\frac{1}{4}$	1,417 $\frac{1}{4}$
canton..... do..	578,237 $\frac{3}{4}$	1,108,770	.....	.....	1,687,007 $\frac{3}{4}$	243,225	933,526	510,256 $\frac{3}{4}$
lining..... do..	111,018 $\frac{1}{4}$	270,534	.....	.....	381,552 $\frac{1}{4}$	.....	266,702 $\frac{1}{4}$	114,850 $\frac{1}{4}$
shirting..... do..	863,049 $\frac{1}{4}$	719,800 $\frac{3}{4}$	.....	.....	1,582,850	.....	1,336,689	246,161
Hooks and eyes..... dozens..	23,220	.....	.....	.....	23,220	.....	8,736	14,484
Linen linings..... yards..	650	.....	.....	.....	650	650	.....	.....
Lace, silk, $\frac{1}{4}$ -inch, red..... do..	1,007 $\frac{1}{4}$	.....	.....	.....	1,007 $\frac{1}{4}$	.....	.....	1,007 $\frac{1}{4}$
silk, $\frac{1}{4}$ -inch, yellow..... do..	1,072	.....	.....	.....	1,072	.....	.....	1,072
silk, $\frac{1}{4}$ inch, blue..... do..	1,365 $\frac{1}{4}$	.....	.....	.....	1,365 $\frac{1}{4}$	.....	.....	1,365 $\frac{1}{4}$
worsted, $\frac{1}{4}$ -inch, yellow..... do..	56,512	.....	.....	.....	56,512	11,000	.....	45,512

B B.—Statement showing the receipts and issues of material, &c.—Continued.

Articles.	On hand Septem-ber 17, 1864.	Received by pur-chase.	Received from of-ficers.	Taken up.	Total.	Transferred, &c.	Expended.	Balance on hand February 23, 1865.
Lace, worsted, $\frac{1}{2}$ -inch, red..... yards..	62,496	.....	.....	.....	62,496	1,000	.....	61,496
worsted, $1\frac{1}{2}$ -inch, red..... do.....	51,880	10,800	.....	.....	62,680	1,000	.....	61,680
worsted, $1\frac{1}{2}$ -inch, yellow..... do.....	27,658	21,700	.....	.....	49,358	11,000	.....	38,358
worsted, $1\frac{1}{2}$ -inch, blue..... do.....	34,867	17,100	.....	.....	51,967	8,278 $\frac{1}{2}$	.....	43,688 $\frac{1}{2}$
dark-blue worsted, $\frac{1}{2}$ -inch..... do.....	230,290	90,300	.....	.....	320,590	3,360	.....	317,230
worsted, $\frac{3}{8}$ -inch, yellow..... do.....	390,000	366,660	100,000	.....	856,666	15,300	290,000	551,366
worsted, $\frac{3}{8}$ -inch, scarlet..... do.....	328,506	202,860	.....	.....	531,366	2,700	226,312	302,354
Muslin, brown..... do.....	72,205 $\frac{1}{2}$	348,711 $\frac{1}{2}$	.....	.....	420,917 $\frac{1}{2}$	18,585	243,344 $\frac{1}{2}$	158,987 $\frac{1}{2}$
black..... do.....	1,050	701 $\frac{1}{2}$	.....	.....	1,751 $\frac{1}{2}$	460	1,291 $\frac{1}{2}$	.....
Marline, tarred..... pounds..	1,718 $\frac{1}{2}$	4,771	.....	2,358 $\frac{1}{2}$	8,848	.....	3,670	5,178
white..... do.....	12 $\frac{1}{2}$	1,130	.....	.....	1,142 $\frac{1}{2}$	.....	270	872 $\frac{1}{2}$
Rope, manilla..... do.....	25,958 $\frac{1}{2}$	103,940	.....	600	130,498 $\frac{1}{2}$	.....	63,356 $\frac{1}{2}$	67,142
Rings, 1-inch..... gross..	578	.....	.....	.....	578	.....	132	446
$\frac{3}{8}$ -inch..... do.....	325	1,314	.....	31	1,670	.....	667	1,003
Tent slides..... number..	24,600	312,200	.....	.....	336,800	.....	81,800	255,000
Twine, cotton..... pounds..	2,815 $\frac{1}{2}$	9,114 $\frac{1}{2}$	.....	.....	11,929 $\frac{1}{2}$	.....	3,299 $\frac{1}{2}$	8,630 $\frac{1}{2}$
single..... do.....	657	1,093	.....	162	1,912	.....	860	1,052
Twist, black silk..... do.....	106	458	.....	.....	564	.....	334	230
Sewing silk..... do.....	99	.....	.....	.....	99	.....	.....	99
Thread, spool, basting..... dozen..	2,000	800	.....	.....	2,800	.....	2,800	.....
spool, cotton..... do.....	7,428 $\frac{3}{4}$	16,149	.....	.....	23,577 $\frac{3}{4}$	1,750	7,938 $\frac{3}{4}$	13,839
Linen, machine..... pounds..	5,318 $\frac{1}{2}$	4,894	.....	.....	10,212 $\frac{1}{2}$	.....	3,841	6,371 $\frac{1}{2}$
patent..... do.....	6,801	.....	.....	.....	6,801	100	1,855	4,846
Wadding..... sheets..	51,600	54,000	.....	.....	105,600	.....	58,843	46,757

The material enumerated upon this statement is borne upon the rolls of the military storekeeper.

A true copy:

WILLIAM W. MCKIM,
Colonel, Quartermaster's Department U. S. A.
JOHN V. FUREY, Captain and Assistant Quartermaster.

B.

Statement of clothing, camp and garrison equipage, from February 27, 1865, to June 30, 1865, at the Philadelphia depot.

Articles.	On hand February 27, 1865.	Received from officers from February 27 to June 30, 1865.	Purchased from February 27 to June 30, 1865.	Manufactured from February 27 to June 30, 1865.	Captured, gained, taken up, &c., from February 27 to June 30, 1865.	Total.	Issued and transferred from February 27 to June 30, 1865.	Sold, died, lost, expended, &c., from February 27 to June 30, 1865.	Total.	On hand June 30, 1865.
Axes, pick	7,807	7,303	.....	.....	102	15,212	7,945	.....	7,947	7,265
felling	987	7,883	15,472	.....	220	24,562	9,597	.....	9,597	14,965
Blankets, wool	29,809	101,202	143,376	.....	54	274,441	166,156	.....	166,156	108,285
Blankets, rubber and painted	162,280	125,374	46,019	.....	.....	333,673	217,581	.....	217,581	116,092
Boots	65,362½	60,656½	110,835	.....	.....	249,612	165,052½	.....	165,052½	84,559½
pairs	470,567½	214,405½	120,195	12,758	.....	845,339	595,666½	.....	595,666½	249,672½
Bootees	5,891	4,445	.....	40,171	.....	10,336	5,891	.....	5,891	4,445
Bars, mosquito, large	5,006	5,051	.....	.....	45	10,102	5,051	.....	5,051	5,051
small	8	.....	.....	.....	.....	8	8	.....	8	.....
sand-fly .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Bands and tassels, red	1,948	2,154	.....	.....	396	4,498	2,344	.....	2,344	2,154
Bugles, hat and cap	7,528	12,324	50,000	.....	.....	69,852	63,548	.....	63,548	6,304
Belts, color	77	.....	.....	.....	.....	77	77	.....	77	.....
Belts and slings, color	243	236	.....	.....	.....	479	243	.....	243	236
Bugles with extra mouth-pieces	638	152	.....	.....	22	812	810	.....	810	2
Books, company order	1,735	1,079	.....	.....	.....	2,814	1,760	.....	1,867	947
company clothing account	1,203	402	.....	.....	.....	1,605	1,186	107	1,328	277
company descriptive	1,223	575	.....	.....	.....	1,798	1,257	91	1,348	450
company morning report	1,412	634	.....	.....	.....	2,046	1,444	68	1,512	534
company post guard report	2,152	2,058	.....	.....	.....	4,210	2,180	.....	2,180	2,030
company morning report	3,642	3,608	.....	.....	17	7,267	3,684	.....	3,684	3,583
company letter	3,110	3,048	.....	.....	.....	6,158	3,097	42	3,139	3,019
company order	3,227	3,062	.....	.....	.....	6,289	3,128	137	3,265	3,024
regimental General Order	175	130	260	.....	.....	565	288	13	301	264
regimental letter	173	21	20	.....	.....	214	150	60	210	4
regimental order	528	416	.....	.....	1	945	527	3	530	415

B.—Statement of clothing, camp and garrison equipage, &c.—Continued.

Articles.	On hand February 27, 1865.	Received from officers from February 27 to June 30, 1865.	Purchased from February 27 to June 30, 1865.	Manufactured from February 27 to June 30, 1865.	Captured, gained, taken up, &c., from February 27 to June 30, 1865.	Total.	Issued and transferred from February 27 to June 30, 1865.	Sold, died, lost, expended, &c., from February 27 to June 30, 1865.	Total.	On hand June 30, 1865.
Books, regimental descriptive	40	30	220	.....	.....	290	279	5	284	6
regimental index	179	246	150	.....	.....	575	327	2	329	246
target practice	82	100	.....	.....	48	230	130	.....	130	100
inspection	40	41	.....	.....	1	82	41	.....	41	41
dragoon clothing and descriptive	4	.....	.....	.....	.....	4	.....	4	4	.....
blank	1	.....	.....	.....	.....	1	.....	1	1	.....
indorsement and memorandum	42	38	.....	.....	.....	80	40	2	42	38
brigade letter, received	109	104	.....	.....	.....	213	106	3	109	104
brigade order	72	68	.....	.....	.....	140	90	2	92	48
brigade letter	111	106	.....	.....	.....	217	108	3	111	106
Coats, privates', engineer	2,367	2,344	.....	.....	.....	4,711	2,367	.....	2,367	2,344
privates', ordnance	1,964	1,791	.....	.....	15	3,770	1,979	.....	1,979	1,791
musicians', infantry	1,402	1,294	.....	.....	.....	2,696	1,402	.....	1,402	1,294
privates', infantry	19,144	68,728	32,313	3,709	163	124,057	50,995	.....	50,995	73,062
privates', infantry, irregular .....	.....	343	.....	.....	.....	343	.....	.....	.....	343
musicians', artillery	552	529	.....	20	.....	1,101	572	.....	572	529
privates', artillery	9,245	22,778	22,361	3,107	1,098	58,589	29,763	.....	29,763	28,826
great, mounted men	58,992	68,080	41,128	.....	.....	168,200	96,523	.....	96,523	71,677
great, mounted men, irregular .....	.....	19,591	.....	.....	.....	19,591	.....	.....	.....	19,591
great, footmen	33,351	91,887	70,265	29,545	.....	225,048	101,350	.....	101,350	123,698
great, footmen, irregular .....	.....	2,108	.....	.....	.....	2,108	.....	.....	.....	2,108
sack, lined	45,598	145,859	65,328	96,204	.....	352,989	28,960	.....	208,960	144,029
sack, unlined	98,380	138,870	59,019	153,168	.....	449,437	266,176	.....	266,176	183,261
non-commissioned, staff, French	28	71	.....	.....	43	142	71	.....	71	71
privates', French	44	.....	.....	.....	.....	44	44	.....	44	.....
Capes and hoods, French	341	168	.....	.....	6	515	399	.....	399	116
Chevrons, serg'ts' silk, ordnance, pairs	14	47	.....	.....	33	94	47	.....	47	47

serg'ts' worsted, ord.	48	29	71	95	538	922	16	2,067	2,241	342	980	3,647	2,271	1,377	97	174	2,053	1,001	1,817	3,269	27	26	123	215	283	213	744	109,570	1,016	3,177	44,040	1,023	28,891	553	1,084	26,740	29,055	113,812	2,806	1
corporals', ordnance	29	71	95	538	922	16	2,067	2,241	342	980	3,647	2,271	1,377	97	174	2,053	1,001	1,817	3,269	27	26	123	215	283	213	744	109,570	1,016	3,177	44,040	1,023	28,891	553	1,084	26,740	29,055	113,812	2,806	1	
sergeant majors', cavalry	211	80	13	257	3,479	82	61	31	247	5,499	86	237	748	1,222	2,133	10,099	27	26	119	193	257	87	8	762	151,088	3,180	39,424	1,107	789	733	1,120	14,922	16,072	49,711	2,811	1				
quartermaster s'gts', cav.	40	1	242	256	367	101	62	150	3,697	2,271	97	174	633	434	587	79	27	26	123	215	283	153	744	154,848	1,016	3,177	44,040	1,023	28,891	553	1,084	30,569	29,055	81,688	2,806	1				
Ist sergeants', cavalry	1	242	256	367	101	62	150	3,697	2,271	97	174	633	434	587	79	27	26	123	215	283	153	744	154,848	1,016	3,177	44,040	1,023	28,891	553	1,084	30,569	29,055	81,688	2,806	1					
sergeants', cavalry	1	242	256	367	101	62	150	3,697	2,271	97	174	633	434	587	79	27	26	123	215	283	153	744	154,848	1,016	3,177	44,040	1,023	28,891	553	1,084	30,569	29,055	81,688	2,806	1					
corporals', artillery	1	242	256	367	101	62	150	3,697	2,271	97	174	633	434	587	79	27	26	123	215	283	153	744	154,848	1,016	3,177	44,040	1,023	28,891	553	1,084	30,569	29,055	81,688	2,806	1					
sergeant majors', art'y	1	242	256	367	101	62	150	3,697	2,271	97	174	633	434	587	79	27	26	123	215	283	153	744	154,848	1,016	3,177	44,040	1,023	28,891	553	1,084	30,569	29,055	81,688	2,806	1					
quartermaster serg'ts', art.	1	242	256	367	101	62	150	3,697	2,271	97	174	633	434	587	79	27	26	123	215	283	153	744	154,848	1,016	3,177	44,040	1,023	28,891	553	1,084	30,569	29,055	81,688	2,806	1					
Ist sergeants', artillery	1	242	256	367	101	62	150	3,697	2,271	97	174	633	434	587	79	27	26	123	215	283	153	744	154,848	1,016	3,177	44,040	1,023	28,891	553	1,084	30,569	29,055	81,688	2,806	1					
sergeants', artillery	1	242	256	367	101	62	150	3,697	2,271	97	174	633	434	587	79	27	26	123	215	283	153	744	154,848	1,016	3,177	44,040	1,023	28,891	553	1,084	30,569	29,055	81,688	2,806	1					
corporals', artillery	1	242	256	367	101	62	150	3,697	2,271	97	174	633	434	587	79	27	26	123	215	283	153	744	154,848	1,016	3,177	44,040	1,023	28,891	553	1,084	30,569	29,055	81,688	2,806	1					
sergeant majors', inf'ty	86	237	748	1,222	2,133	10,099	27	26	119	193	257	87	8	762	151,088	3,180	39,424	1,107	789	733	1,120	14,922	16,072	49,711	2,811	1														
quartermaster serg'ts', inf.	86	237	748	1,222	2,133	10,099	27	26	119	193	257	87	8	762	151,088	3,180	39,424	1,107	789	733	1,120	14,922	16,072	49,711	2,811	1														
Ist sergeants', infantry	86	237	748	1,222	2,133	10,099	27	26	119	193	257	87	8	762	151,088	3,180	39,424	1,107	789	733	1,120	14,922	16,072	49,711	2,811	1														
sergeants', infantry	86	237	748	1,222	2,133	10,099	27	26	119	193	257	87	8	762	151,088	3,180	39,424	1,107	789	733	1,120	14,922	16,072	49,711	2,811	1														
corporals', infantry	86	237	748	1,222	2,133	10,099	27	26	119	193	257	87	8	762	151,088	3,180	39,424	1,107	789	733	1,120	14,922	16,072	49,711	2,811	1														
service, infantry	86	237	748	1,222	2,133	10,099	27	26	119	193	257	87	8	762	151,088	3,180	39,424	1,107	789	733	1,120	14,922	16,072	49,711	2,811	1														
sergeant majors', V.R.C.	86	237	748	1,222	2,133	10,099	27	26	119	193	257	87	8	762	151,088	3,180	39,424	1,107	789	733	1,120	14,922	16,072	49,711	2,811	1														
quartermaster serg'ts', " do	86	237	748	1,222	2,133	10,099	27	26	119	193	257	87	8	762	151,088	3,180	39,424	1,107	789	733	1,120	14,922	16,072	49,711	2,811	1														
Ist sergeants', V.R.C.	86	237	748	1,222	2,133	10,099	27	26	119	193	257	87	8	762	151,088	3,180	39,424	1,107	789	733	1,120	14,922	16,072	49,711	2,811	1														
sergeants', V.R.C.	86	237	748	1,222	2,133	10,099	27	26	119	193	257	87	8	762	151,088	3,180	39,424	1,107	789	733	1,120	14,922	16,072	49,711	2,811	1														
corporals', V.R.C.	86	237	748	1,222	2,133	10,099	27	26	119	193	257	87	8	762	151,088	3,180	39,424	1,107	789	733	1,120	14,922	16,072	49,711	2,811	1														
hospital stewards'	87	8	762	151,088	3,180	39,424	1,107	789	733	1,120	14,922	16,072	49,711	2,811	1																									
Caps, fatigue, French	8	762	151,088	3,180	39,424	1,107	789	733	1,120	14,922	16,072	49,711	2,811	1																										
light artillery	8	762	151,088	3,180	39,424	1,107	789	733	1,120	14,922	16,072	49,711	2,811	1																										
forage	8	762	151,088	3,180	39,424	1,107	789	733	1,120	14,922	16,072	49,711	2,811	1																										
forage, irregular	8	762	151,088	3,180	39,424	1,107	789	733	1,120	14,922	16,072	49,711	2,811	1																										
fez	8	762	151,088	3,180	39,424	1,107	789	733	1,120	14,922	16,072	49,711	2,811	1																										
Covers, cap	8	762	151,088	3,180	39,424	1,107	789	733	1,120	14,922	16,072	49,711	2,811	1																										
Castles, hat	8	762	151,088	3,180	39,424	1,107	789	733	1,120	14,922	16,072	49,711	2,811	1																										
Cannon, crossed	8	762	151,088	3,180	39,424	1,107	789	733	1,120	14,922	16,072	49,711	2,811	1																										
Carriages, stick, drum	8	762	151,088	3,180	39,424	1,107	789	733	1,120	14,922	16,072	49,711	2,811	1																										
Cords and tassels, hat, ordnance	8	762	151,088	3,180	39,424	1,107	789	733	1,120	14,922	16,072	49,711	2,811	1																										
cavalry	8	762	151,088	3,180	39,424	1,107	789	733	1,120	14,922	16,072	49,711	2,811	1																										
artillery	8	762	151,088	3,180	39,424	1,107	789	733	1,120	14,922	16,072	49,711	2,811	1																										
infantry	8	762	151,088	3,180	39,424	1,107	789	733	1,120	14,922	16,072	49,711	2,811	1																										
hospital stewards	8	762	151,088	3,180	39,424	1,107	789	733	1,120	14,922	16,072	49,711	2,811	1																										
color, artillery	8	762	151,088	3,180	39,424	1,107	789	733	1,120	14,922	16,072	49,711	2,811	1																										

Flies, tent, hospital.....	825	805	864	3	86	2,583	1,701	.....	1,701	882
wall.....	2,928	270	.....	3	51	3,252	2,960	.....	2,960	292
Flags, designating.....	83	47	108	.....	.....	108	108	.....	108	.....
garrison.....	172	69	.....	92	.....	222	123	.....	123	99
Flags, storm.....	329	298	.....	98	.....	339	202	.....	202	137
recruiting.....	49	47	.....	.....	.....	627	329	.....	329	298
general hospital.....	216	208	.....	.....	.....	96	49	.....	49	47
post and field.....	232	832	.....	.....	.....	424	216	.....	216	208
ambulance and guidon.....	3	.....	1,000	.....	.....	2,064	1,232	.....	1,232	832
small square.....	195	.....	.....	.....	.....	3	3	.....	3	.....
brigade and division.....	10	.....	.....	.....	.....	195	195	.....	195	.....
engineer.....	37	.....	.....	.....	.....	10	10	.....	10	.....
horse artillery.....	61	.....	.....	.....	.....	37	37	.....	37	.....
cavalry.....	568	.....	.....	.....	.....	61	61	.....	61	.....
Fifes, B.....	1,812	1,642	.....	.....	.....	1,121	568	.....	568	553
C.....	54	482	.....	.....	.....	3,454	1,922	.....	1,922	1,532
Gaiters, leather, French.....pairs..	203	332	.....	.....	.....	962	480	.....	480	482
Guidons.....	62,088	129,972	136	.....	.....	671	438	.....	438	233
Hats, uniform.....	1,174	3,948	95,700	.....	.....	287,760	168,642	.....	168,642	119,118
Hatchets.....	24,154	21,697	21,450	.....	6	26,578	13,007	1	13,008	13,570
Handles, hatchet.....	10,233	6,283	3,837	.....	.....	49,688	28,074	12	28,086	21,602
felling axe.....	2,367	23,615	.....	.....	.....	16,516	10,461	.....	10,461	6,055
pick-axe.....	218,771	91,827	205	.....	683	48,142	24,560	2	24,562	23,580
Haversacks, painted.....	224	364	.....	.....	.....	310,596	238,952	.....	238,952	71,646
unpainted.....	142	2	.....	.....	.....	588	249	.....	249	339
Halliards, garrison and storm.....	213	127	.....	.....	20	164	164	.....	164	.....
recruiting.....	5	.....	.....	.....	.....	340	213	.....	213	127
signal.....	4,390	3,608	.....	.....	.....	5	5	.....	5	.....
Heads, drum, batter.....	7,523	7,234	.....	.....	.....	7,998	4,397	.....	4,397	3,601
snare.....	3,071	3,019	.....	.....	15	14,772	7,553	.....	7,553	7,219
Jackets, musicians', cavalry.....	69,521	76,391	34,128	1,216	.....	6,090	3,071	.....	3,071	3,019
privates', cavalry.....	1,476	1,161	.....	.....	.....	181,256	112,686	.....	112,686	68,570
musicians', light artillery.....	33,399	11,083	393	10,320	.....	2,637	1,476	.....	1,476	1,161
privates', light artillery.....	92	.....	.....	.....	.....	55,195	40,216	.....	40,216	14,979
officers', V. R. C.....	375	369	.....	.....	.....	92	92	.....	92	.....
musicians', V. R. C.....	21,100	27,315	.....	7,664	.....	744	375	.....	375	369
privates', V. R. C.....	1,122	.....	.....	.....	31	56,110	27,306	.....	27,306	28,804
knit.....	13,783	13,286	.....	.....	.....	1,122	1,122	.....	1,122	.....
irregular.....	608	526	.....	.....	.....	27,069	14,033	.....	14,033	13,036
Knapsacks and straps, French.....	34,982	59,631	134,604	.....	.....	1,134	608	.....	608	526
Knapsacks, strapped.....	.....	.....	.....	.....	.....	229,217	142,326	.....	142,326	86,891

B.—Statement of clothing, camp and garrison equipage, &c.—Continued.

Articles.	On hand February 27, 1865.	Received from officers from February 27 to June 30, 1865.	Purchased from February 27 to June 30, 1865.	Manufactured from February 27 to June 30, 1865.	Captured, gained, taken up, &c., from February 27 to June 30, 1865.	Total.	Issued and transferred from February 27 to June 30, 1865.	Sold, died, lost, expended, &c., from February 27 to June 30, 1865.	Total.	On hand June 30, 1865.
Kettles, camp	15,622	21,049	16,923	.....	1,147	48,741	30,988	.....	30,988	23,753
Letters.....	245,965	254,323	.....	.....	27,971	528,259	343,983	.....	343,983	184,276
Leggings and gaiters.....pairs	8,002	7,401½	.....	.....	.....	15,403½	8,002	.....	8,002	7,401½
Leggings, French.....do	2,135	1,610½	.....	.....	.....	3,745½	2,135	.....	2,135	1,610½
Numbers.....	396,899	298,247	196,100	.....	.....	891,246	510,199	.....	510,199	381,047
Overalls, cotton, fatigue.....	.....	234	.....	3,632	4	4,370	3,636	.....	3,636	734
Plumes, hair, red.....	1,927	1,358	.....	.....	.....	3,385	1,927	.....	1,927	1,358
Pouches, rubber and painted.....	125,304	87,633	.....	.....	128	213,065	128,903	.....	128,903	84,162
Paulins.....	77	77	.....	.....	.....	154	77	.....	77	77
Poles, marquee.....sets	1	.....	.....	.....	.....	1	1	.....	1	.....
hospital.....do	458	529	1,059	.....	.....	2,046	1,106	.....	1,106	940
wall.....do	5,753	4,857	.....	.....	.....	10,610	5,802	.....	5,802	4,808
Sibley.....do	5	1	.....	.....	.....	6	6	.....	6	.....
common, French.....do	608	.....	.....	.....	.....	608	608	.....	608	.....
common.....do	6,608	5,972	.....	.....	.....	12,580	8,768	.....	8,768	3,812
shelter.....do	270	270	.....	.....	.....	540	270	.....	270	270
Pins, hospital, large.....	84,830	97,888	46,454	.....	.....	229,172	126,116	.....	126,116	103,056
hospital, small.....	138,318	169,538	56,184	.....	.....	364,040	195,083	.....	195,083	168,957
wall, large.....	138,823	144,910	43,805	.....	.....	327,538	183,661	.....	183,661	143,877
common.....	277,779	219,812	43,094	.....	.....	540,685	395,731	.....	395,731	144,954
Pans, mess.....	61,503	67,029	24,964	.....	.....	153,496	72,766	.....	72,766	80,730
Pots, iron.....	811	693	.....	.....	.....	1,504	861	.....	861	643
Pipe, stove, Sibley tent.....sets	3,361½	.....	.....	.....	.....	3,361½	3,361½	.....	3,361½	.....
Pockets, haversack.....	1,002	.....	.....	.....	.....	1,002	.....	1,002	1,002	.....
Rings, cap.....pairs	514½	466	.....	.....	141½	1,122	656	.....	656	466
Shells and frames, hat.....	10,591	8,571	.....	.....	.....	19,162	10,591	.....	10,591	8,571
Stocks, leather.....	40,844	38,026	.....	.....	.....	78,870	40,844	.....	40,844	38,026

Sabres, crossed	12,838	26,114	29,762	.....	658	69,372	64,158	.....	64,158	5,214
Straps, greatcoat	230,609	88,675	14,864	.....	.....	334,148	237,694	.....	237,694	96,454
Shirts.....	499,671	318,033	.....	222,770	.....	1,040,474	604,576	.....	604,576	435,898
irregular.....	.....	1,941	.....	.....	.....	1,941	.....	.....	.....	1,941
Stockings.....	280,930	38,113	632,037	.....	.....	951,080	681,244	.....	681,244	269,836
pairs.....	1,731	495	47	.....	.....	2,273	2,248	.....	2,248	25
Sashes.....	.....	526	.....	.....	.....	526	.....	.....	.....	526
Sashes, irregular.....	32	.....	.....	.....	.....	32	32	.....	32	.....
Straps, canteen, leather.....	156,289	154,238	.....	96,384	8,283	415,194	289,056	.....	289,056	126,138
cotton.....	4,938	3,878	.....	.....	.....	8,816	4,938	.....	4,938	3,878
Scales, brass, N. C. S.....	6,279	5,835	.....	.....	.....	12,114	6,471	.....	6,471	5,643
sergeants'.....	281,765½	269,492½	.....	.....	.....	551,228	286,515½	.....	286,515½	264,742½
corporals' and priv's do.....	1,214	.....	.....	.....	.....	1,214	1,214	.....	1,214	.....
do.....	3,106	.....	.....	.....	.....	3,106	3,106	.....	3,106	.....
do.....	9,658	.....	.....	.....	.....	9,658	9,658	.....	9,658	.....
corps'ls' and priv's do.....	34,296	31,561	.....	.....	.....	65,857	39,296	.....	39,296	26,561
Sacks, bed, double.....	4,429	1,313	.....	.....	.....	742	4,429	.....	4,429	1,313
single.....	269	263	.....	.....	.....	532	458	.....	458	74
Shoes, French.....	1,618	.....	.....	.....	.....	1,618	1,618	.....	1,618	.....
Stoves, Sibley tent.....	1,028	1,029	.....	.....	1	2,058	1,029	.....	1,029	1,029
Slings, pick-axe.....	12,974	18,678	5,405	.....	299	37,356	18,678	.....	18,678	18,678
felling axe.....	15,936	18,085	2,057	.....	92	36,170	18,085	.....	18,085	18,085
hatchet.....	991	1,002	.....	.....	11	2,004	1,002	.....	1,002	1,002
spade.....	1,803	2,796	1,429	.....	97	6,125	3,166	.....	3,166	2,959
drum.....	15,170	9,473	.....	.....	.....	24,643	15,202	.....	15,202	9,441
Spades.....	14,855	8,596	.....	.....	.....	23,451	14,855	.....	14,855	8,596
Shovels.....	5,109	5,863	1,429	.....	.....	12,401	6,387	.....	6,387	6,014
Sticks, drum.....	2,943	2,756	.....	.....	.....	5,699	2,955	.....	2,955	2,744
Snare, drum.....	1	.....	.....	.....	.....	1	1	.....	1	.....
Standards, dragon.....	131	104	.....	.....	.....	235	131	.....	131	104
cavalry.....	1	.....	.....	.....	.....	1	1	.....	1	.....
rifle.....	89	310	.....	.....	221	620	310	.....	310	310
Staves, flag, hospital or guidon.....	486	1,089	1,000	.....	3	2,578	1,489	.....	1,489	1,089
ambulance.....	139,988	62,271	9,122	32,663	.....	244,044	167,107	.....	167,107	76,937
Trowsers, mounted men.....	236,485	281,053	55,465	239,197	10,943	823,143	539,050	.....	539,050	284,093
pairs.....	45	.....	.....	.....	.....	45	45	.....	45	.....
do.....	244	166	.....	.....	.....	410	304	.....	304	106
do.....	1,475	710	.....	.....	.....	2,185	1,865	.....	1,865	320
do.....	4	2	.....	.....	.....	6	4	.....	4	2
do.....	1	.....	.....	.....	.....	1	1	.....	1	.....
do.....	803	807	864	3	96	2,573	1,678	.....	1,678	895
Talms.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Tents, marque.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
hospital.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

B.—Statement of clothing, camp and garrison equipage, &c.—Continued.

Articles,	On hand February 27, 1865.	Received from officers February 27 to June 30, 1865.	Purchased February 27 to June 30, 1865.	Manufactured February 27 to June 30, 1865.	Captured, gained, taken up, &c. Feb-ruary 27 to June 30, 1865.	Total.	Issued and transferred February 27 to June 30, 1865.	Sold, died, lost, expended, &c. Feb-ruary 27 to June 30, 1865.	Total.	On hand June 30, 1865.
Tents, wall	3,253	3,489	.....	.....	84	5,769	3,285	.....	3,285	2,484
Sibley	84	.....	.....	.....	.....	84	84	.....	84	.....
common, French	1	.....	.....	.....	.....	1	1	.....	1	.....
common	6,929	7,237	.....	.....	635	14,804	11,384	.....	11,384	3,420
shelter	74,480 ⁺	84,657	168,619	.....	1,461	329,220	177,172 ⁺		177,172 ⁺	152,048
Trumpets	1,231	738	.....	.....	.....	1,969	1,247	.....	1,247	722
Tulips	.....	773	.....	.....	963	1,736	963	.....	963	773
Vests	22	18	.....	.....	.....	40	22	.....	22	18
French	30	30	.....	.....	.....	60	30	.....	30	30
Trowsers, footmen, irregular	.....	11,832	.....	.....	.....	11,832	350	.....	350	11,482

The articles enumerated on this statement are borne upon the returns of the military storekeeper.

WM. W. MCKIM, Colonel, Chief Quartermaster, Philadelphia Depot.

B.—Statement of clothing, camp and garrison equipage, for the months of July and August, 1864, at Boston, Massachusetts.

Articles.	On hand July 1, 1864.	Received from officers.	Received by purchase.	Manufactured.	Captured, gained, and taken up.	Total.	Issued and transferred.	Sold, lost, captured, &c.	Total.	On hand September 1, 1864.
Axes.....	2,235	12			34	2,281	2,281		2,281	
Axe-slings.....	111	1			34	146	146		146	
Alpaca.....yards.....	3,019½					3,019½	3,019½		3,019½	
Blankets, horse.....	47				47	47	47		47	
Blankets, wool.....	7,384	3,307			2,533	42,924	42,924		42,924	
Blankets, rubber.....	5,007	5,905				10,912	10,795	117	10,912	
Boots.....pairs.....	5,424					5,424	5,359	65	5,424	
Bootees.....do.....	7,710	30,000			45	37,755	37,755		37,755	
Bugles, extra mouth-pieces.....	413	2			4	419	419		419	
Bugles for hats.....	22,638				583	23,221	23,221		23,221	
Bed-sacks, single.....	997	97				1,094	1,079	15	1,094	
Bed-sacks, double.....	1,899					1,899	1,891	8	1,899	
Bedsteads, iron.....	30	8				38	38		38	
Belts and slings, color.....	8	18				26	26		26	
Books, company order.....	47	150				197	150	47	197	
Books, company clothing.....	53	100				153	153		153	
Books, company descriptive.....	5	150			19	174	174		174	
Books, company morning report.....	142					142	141	1	142	
Books, post order.....	41				2	43	43		43	
Books, post letter.....	52					52	52		52	
Books, post morning report.....	45				2	47	47		47	
Books, post guard.....	48				2	50	50		50	
Books, regimental General Order.....	26	11				37	32	5	37	
Books, regimental order.....	18	11			6	35	35		35	
Books, regimental letter.....	13	21				34	31	3	34	
Books, regimental index.....	26	11				37	33	4	37	
Books, regimental descriptive.....	18	21				39	37	2	39	
Covers for caps.....	2,630					2,630	2,630		2,630	
Coats, artillery, privates'.....	3,660				32	3,692	3,692		3,692	
Coats, ordnance, privates'.....	20					20	12	8	20	
Coats, infantry, privates'.....	11,723	2			105	11,840	11,840		11,840	
Chevrons, sergeant major, cavalry.....	9	2			1	12	12		12	
Chevrons, hospital steward.....	60				2½	62½	62½		62½	
Chevrons, quartermaster sergeant, cavalry.....	14	5				19	19		19	
Chevrons, 1st sergeant, cavalry.....	129	5				134	134		134	
Chevrons, sergeant, cavalry.....	100	10			25	135	135		135	
Chevrons, corporal, cavalry.....	336	78				414	390	24	414	
Chevrons, sergeant major, artillery.....	17					17	11	6	17	
Chevrons, quartermaster sergeant, artillery.....	10					10	10		10	
Chevrons, 1st sergeant, artillery.....	97					97	97		97	
Chevrons, sergeant, artillery.....	119					119	119		119	
Chevrons, corporal, artillery.....	252					252	252		252	
Chevrons, sergeant major, infantry.....	58				9	67	67		67	
Chevrons, quartermaster sergeant, infantry.....	64					64	64		64	
Chevrons, 1st sergeant, infantry.....	124	6				130	129	1	130	
Chevrons, sergeant, infantry.....	173	26			25	224	224		224	
Chevrons, corporal, infantry.....	216	46			47	309	309		309	
Chevrons, service, infantry.....	4,560				100	4,660	4,660		4,660	
Colors, national, infantry.....	6	4				10	10		10	
Colors, regimental, infantry.....	12	4				16	16		16	
Colors, camp, infantry.....	124					124	123	1	124	
Coats, infantry, men's.....	762				61	823	823		823	
Coats, artillery, men's.....	20					20	20		20	
Coats, sack, lined.....	7,728	33,003			472	41,203	41,203		41,203	
Coats, sack, unlined.....	916					916	311	605	916	
Coats, great, horse.....	1,244	2,000				3,244	3,210	34	3,244	
Coats, great, foot.....	10,667	8			1,118	11,793	11,793		11,793	
Cross sabres.....	2,855					2,855	2,851	4	2,855	
Cross cannon.....	1,751				179	1,930	1,930		1,930	
Cords and tassels, cavalry.....	3,248					3,248	3,247	1	3,248	
Cords and tassels, ordnance.....	18					18		18	18	
Cords and tassels, artillery.....	592					592	475	117	592	
Cords and tassels, infantry.....	24,121				266	24,397	24,397		24,397	
Cords and tassels, hospital stewards'.....	47					47	46	1	47	
Cords and tassels for bugles.....	434					434	423	11	434	
Cords and tassels for trumpets.....	37					37	36	1	37	

B.—Statement of clothing, camp and garrison equipage, &c.—Continued.

Articles.	On hand July 1, 1864.	Received from officers.	Received by purchase, Manufactured.	Captured, gained, and taken up.	Total.	Issued and transferred.	Sold, lost, captured, &c.	Total.	On hand September 1, 1864.
Caps, forage	6,844	33,003		149	39,996	39,996		39,996	
Camp kettles	648	539			1,187	1,006	181	1,187	
Canteens	15,193	33,105			48,298	48,209	89	48,298	
Canteen straps	105				105	105		105	
Chevrons, orderly sergeants'	4				4	4		4	
Drawers, Canton flannel	20,103	56,001		136	76,240	76,240		76,240	
Drums, infantry	379	12			391	311	80	391	
Drum-heads, batter	108	3		1	112	112		112	
Drum-heads, snare	185			2	187	187		187	
Drum-snare sets	105				105	95	10	105	
Drum-cords	16	3		15	34	34		34	
Drum-slugs	265	7			272	257	15	272	
Drum-sticks	316	7		29	352	352		352	
Drum-sticks, carriages	383	6		22	411	411		411	
Drum-cases	329	3			332	242	90	332	
Eagles for hats	21,759			407	22,166	22,166		22,166	
Feathers for hats	22,297			258	22,555	22,555		22,555	
Frocks, stable	450	690			1,140	1,140		1,140	
Flags, garrison	20			1	21	21		21	
Flags, storm	28	1			29	29		29	
Flags, recruiting	85	3		20	108	108		108	
Fifes	466	2			468	453	15	468	
Flies, hospital-tent	16				16	16		16	
Flies, wall-tent	28	2		31	61	61		61	
Guidons	27	2			29	29		29	
Hats, uniform	21,990			345	22,335	22,335		22,335	
Helves, pickaxe	2,792			136	2,928	2,928		2,928	
Helves, axe	1,884	10		281	2,175	2,175		2,175	
Helves, hatchet	1,588	3			1,591	1,518	73	1,591	
Hatchet	1,642	7			1,649	1,637	12	1,649	
Halliards, garrison and storm	20				20	19	1	20	
Halliards, recruiting	86			1	87	87		87	
Haversacks	14,374	32,345		1,326	48,045	48,045		48,045	
Hat wreaths, hospital steward	47			1	48	48		48	
Jackets, cavalry, privates'	3,573			6	3,579	3,579		3,579	
Jackets, cavalry, musicians'	81				81	80	1	81	
Jackets, artillery, privates'	1,907				1,907	1,902	5	1,907	
Jackets, artillery, musicians'	144				144	144		144	
Jackets, Veteran Reserve Corps, privates'	5.9	1,000			1,599	1,599		1,599	
Jackets, Veteran Reserve Corps, officers'	99				99	99		99	
Kersey, blue	57				57		57	57	
Knapsacks	12,802	33,115		504	46,421	46,421		46,421	
Knapsacks, rubber	500				500	500		500	
Linen, brown	1,059½				1,059½	1,059½		1,059½	
Letters	8,082	100		714	8,896	8,896		8,896	
Lace, 1½-inch, blue	2,718½	94½		192½	3,005½	3,005½		3,005½	
Lace, ½-inch, blue	3,162½	145			3,307½	2,760	347½	3,307½	
Lace, ¾-inch, blue	770				770	770		770	
Lace, 1½-inch, scarlet	572½				572½	572½		572½	
Lace, ½-inch, scarlet	1,457				1,457	1,397	60	1,457	
Lace, 1½-inch, crimson	23			2	25	25		25	
Lace, ½-inch, crimson	27½				27½		27½	27½	
Lace, 1½-inch, yellow	192	180		18	390	390		390	
Lace, ½-inch, yellow	433½	204			637½	629½	8	637½	
Muslin, bleached	44½				44½		44½	44½	
Muslin, unbleached	84				84		84	84	
Mess-sets	33				33	31	2	33	
Mess-pans	6,457	42			6,499	6,406	93	6,499	
Numbers	37,046	451			37,497	36,113	1,384	37,497	
Patterns for army clothing	1				1	1		1	
Ponchoes, rubber	5,327	227			5,554	5,544	10	5,554	
Poles, hospital-tent	15			1	16	16		16	
Poles, wall-tent	13	2		26	41	41		41	
Poles, common tent	573			17	590	590		590	
Pins, hospital, large	170				170	170		170	
Pins, hospital, small	390				390	378	22	390	
Pins, wall, large	3,051				3,051	567	2,484	3,051	
Pins, common	52,858				52,858	52,549	309	52,858	
Pickaxes	2,540			198	2,738	2,738		2,738	

B.—Statement of clothing, camp and garrison equipage, &c.—Continued.

Articles.	On hand July 1, 1864.	Received from officers.	Received by purchase. Manufactured.	Captured, gained, and taken up.	Total.	Issued and transferred.	Sold, lost, captured, &c.	Total.	On hand September 1, 1864.
Shoes, shape, horse.....	14				14	14		14	..
Shirts, flannel.....	14,460	5,604		275	70,739	70,739		70,739	..
Shirts, knit.....	6,516				6,516	5,698	818	6,516	..
Straps, greatcoat.....	14,558	11,243		1,867	27,668	27,668		27,668	..
Stockings.....pairs..	14,187	60,010			74,197	73,988	209	74,197	..
Stoves, tent.....	20				20	20		20	..
Stoves, camp and boiler.....	1				1	1		1	..
Stocks, leather.....	21,509	1,006		12	22,077	22,077		22,077	..
Stripes, sergeants' and corporals'.....	55				55	55		55	..
Sashes.....	447	10			457	447	10	457	..
Scales, N. C. S.....pairs..	70	4			74	74		74	..
Scales, sergeants'.....	333½	63			396½	359	37½	396½	..
Scales, privates'.....	10,701	1,054		5,333	17,088	17,088		17,088	..
Spades.....	3,751	13			3,764	3,756	8	3,764	..
Saddles and bags.....	3				3		3	3	..
Standards, cavalry.....	1				1	1		1	..
Shells and flames.....	118				118	118		118	..
Trowsers, foot.....	8,264	35,005			43,269	43,078	191	43,269	..
Trowsers, horse.....	4,321			70	4,391	4,391		4,391	..
Trumpets, extra mouth-pieces.....	16	2			18	12	6	18	..
Thread, linen.....lbs..	15				15	9	6	15	..
Tents, hospital.....	16				16	16		16	..
Tents, Frémont.....	17				17	17		17	..
Tents, wall.....	52	2		3	57	57		57	..
Tents, common.....	161			5	166	166		166	..
Tents, shelter.....	5,474½	118½		70	5,963	5,963		5,963	..
Tents, Sibley.....	29				29	29		29	..
Wadding.....sheets..	120				120	120		120	..

A true copy:

WM. W. MCKIM, *Captain and A. Q. M.*JOHN V. FUREY, *Captain and A. Q. M.*

C.—Statement of amount paid at Boston, Massachusetts, on account of rail, river, stage, and wagon transportation, by Captain W. W. McKim, assistant quartermaster United States army, during the fiscal year ending June 30, 1865.

PASSENGERS.

Railroads :	
Officers and men.....	\$28, 291 00
Civilians	2, 934 00
Stages :	
Officers and men.....	13 00
Total amount paid	<u>31, 838 00</u>

I certify that this statement is correct.

WILLIAM W. MCKIM,
Captain and Assistant Quartermaster U. S. A.

A true copy :

JOHN V. FUREY,
Captain and Assistant Quartermaster.

C C.—Statement of amount paid at Boston, Massachusetts, on account of ocean and lake transportation, by Captain W. W. McKim, assistant quartermaster United States army, during the fiscal year ending June 30, 1865.

Officers and men.....	\$26, 723 00
Freight	78, 198 00
Expenditures	1, 985 00
Total amount paid	<u>106, 906 00</u>

I certify that the above statement is correct.

WILLIAM W. MCKIM,
Captain and Assistant Quartermaster U. S. A.

A true copy :

JOHN V. FUREY,
Captain and Assistant Quartermaster.

D.—Statement of all troops and stores transported by Captain W. W. McKim, assistant quartermaster United States army, Boston, Massachusetts, for the fiscal year ending June 30, 1865.

Kind of transportation.	PASSENGERS.					Tons commissary subsistence stores.	Tons quartermaster's stores.	Tons of ordnance stores.	Tons of medical stores.	Miscellaneous.	Total No. of tons.
	Officers and men under orders.	Soldiers on furlough, east to be changed.	Prisoners of war.	Civilians.	Total No. of passengers.						
Railroads	17,354	912	.....	11	18,277	458	135	1,329	10	.....	1,932
Wagons .....	.....	.....	.....	.....	.....	699	204	1,451	13	.....	2,367
Total not owned by the government	17,354	912	.....	11	18,277	1,157	339	2,780	23	.....	4,299

WILLIAM W. MCKIM,
Captain and Assistant Quartermaster United States Army.

A true copy:

JOHN V. FUREY,
Captain and Assistant Quartermaster.

D D.—Statement of troops and stores transported at Boston, Massachusetts, by Captain W. W. McKim, assistant quartermaster United States army, for the fiscal year ending June 30, 1865.

Kind of transportation.	Passengers: officers and men under orders.	Tons of commissary subsistence stores.	Tons of quartermaster's stores.	Tons of ordnance stores.	Tons of medical stores.	Miscellaneous.	Total No. of tons.
Ocean and lake	2,960	956	.....	796	.....	269	2,021
Total not owned by government	2,960	956	.....	796	.....	269	2,021
Ocean and lake, owned by government .....	.....	249	68	26	2	.....	345
Grand total	2,960	1,205	68	822	2	269	2,366

WILLIAM W. MCKIM,
Captain and Assistant Quartermaster United States Army.

A true copy:

JOHN V. FUREY,
Captain and Assistant Quartermaster

REPORT OF THE SECRETARY OF WAR.

Statement of vessels owned by the government, chartered, impressed, or employed by Captain W. W. McKim, assistant quartermaster United States army, Boston, Massachusetts, during the fiscal year ending June 30, 1865.

Name of vessel.	Class.	Tonnage—tons and 95ths.	Date of entry into service.	When chartered, impressed, or employed.	By whom put in service.	Where charter money is payable.	Rate of pay per day or month.	Amount paid.	Amount unpaid.	Total earnings.
De Malay.....	Steamer.....	1, 295	May 25, 1863	May 25, 1863	H. Loring.....	Boston.....	\$575 00 per day.....	\$4, 025 00	\$32, 775 00	\$36, 800 00
General Howard.....	do.....	158, 50	May 9, 1864	May 4, 1864	C. Sturdevant.....	do.....	*125 00 per day.....	3, 287 50	3, 100 00	6, 387 50
General Berry.....	do.....	144, 12	Sept. 2, 1863	Sept. 2, 1863	do.....	do.....	75 00 per day.....	2, 250 00	1, 125 00	3, 375 00
Jefferson.....	do.....	443, 86	May 5, 1864	May 5, 1864	Samuel Hall.....	do.....	†285 00 per day.....	8, 835 00	3, 257 50	12, 092 50
Hellingham.....	do.....	100, 40	May 1, 1864	May 1, 1864	A. Barker.....	do.....	†1, 800 00 per month.....	2, 542 20	1, 337 00	3, 879 20
Rose Standish.....	do.....	310	July 10, 1864	July 10, 1864	D. Whiton.....	do.....	300 00 per day.....	.....	3, 450 00	3, 450 00
Oriental.....	do.....	730	Aug. 3, 1864	Aug. 3, 1864	B. L. Wright & Co.....	do.....	320 09 p. voyage.....	.....	320 09	320 09
William Strand.....	Tug-boat.....	106, 24	Jan. 11, 1865	Dec. 26, 1865	do.....	do.....	.....	.....	.....	.....
American Eagle.....	do.....	63	July 9, 1864	July 9, 1864	J. Winsor.....	do.....	765 00 p. voyage.....	.....	765 00	765 00
Harriet.....	Ship.....	534	July 18, 1864	July 18, 1864	Page, Richardson & Co.....	do.....	1, 383 00 p. voyage.....	.....	1, 383 00	1, 383 00
Conquest.....	Bark.....	448	July 11, 1864	July 11, 1864	Cheney, Ray & Co.....	do.....	1, 000 00 p. voyage.....	.....	1, 000 00	1, 000 00
Waltham.....	do.....	465	July 14, 1864	July 14, 1864	O. P. Wheeler.....	do.....	2, 115 90 p. voyage.....	.....	2, 115 90	2, 115 90
C. C. Colson.....	Brig.....	230	Aug. 1, 1864	Aug. 1, 1864	A. Gager & Co.....	do.....	2, 500 00 p. voyage.....	.....	2, 500 00	2, 500 00
Aquidnak.....	do.....	354	Aug. 17, 1864	Aug. 17, 1864	S. Welch & Co.....	do.....	2, 382 50 p. voyage.....	.....	2, 382 50	2, 382 50
Abbott Lawrence.....	do.....	196	do.....	do.....	H. Mays.....	do.....	304 00 p. voyage.....	.....	304 00	304 00
L. M. Stewart.....	Schooner.....	164	July 23, 1864	July 23, 1864	J. Stewart.....	do.....	36 30 p. voyage.....	.....	36 30	36 30
Virginia.....	do.....	295	July 26, 1864	July 26, 1864	C. Siders.....	do.....	260 00 p. voyage.....	.....	260 00	260 00
Delia Hinds.....	do.....	150	Aug. 11, 1864	Aug. 11, 1864	W. A. Wells.....	do.....	27 45 p. voyage.....	.....	27 45	27 45
Senator.....	do.....	115	Aug. 22, 1864	Aug. 22, 1864	H. Davis.....	do.....	150 00 p. voyage.....	.....	150 00	150 00
Daniel Webster.....	Sloop.....	50	July 29, 1864	July 29, 1864	C. T. Devey.....	do.....	200 00 p. voyage.....	.....	200 00	200 00
General Jackson.....	do.....	60	July 14, 1864	July 14, 1864	J. E. Thayer.....	do.....	228 45 p. voyage.....	.....	228 45	228 45
Radlant.....	do.....	100	July 21, 1864	July 21, 1864	do.....	do.....	418 30 p. voyage.....	.....	418 30	418 30
Gazelle.....	do.....	130	July 26, 1864	July 26, 1864	do.....	do.....	530 00 p. voyage.....	.....	530 00	530 00

* If employed over 60 days, \$100 per day; over 180 days, \$85 per day.

† Extra trips, \$25 each; detention, \$12 per hour.

† If employed over 90 days, \$250 per day; over 180 days, \$325 per day.

§ Owned by United States.

WM. M. MCKIM, Captain and Assistant Quartermaster U. S. A.

JOHN V. FUREY, Captain and Assistant Quartermaster.

A true copy.

No. 109.

HEADQUARTERS MILITARY DIVISION OF THE ATLANTIC,
Office of Chief Quartermaster, Philadelphia, Pa., Sept. 21, 1865.

GENERAL: I have the honor to transmit herewith a report of my transaction as chief quartermaster army of the Potomac for the fiscal year ending June 30, 1865.

Very respectfully, your obedient servant,

R. N. BATCHELDER,

Captain and Assistant Q. M., Bvt. Col. U. S. Army.

Major General M. C. MEIGS,

Quartermaster General U. S. Army, Washington, D. C.

A true copy:

JOHN V. FUREY,

Captain and Assistant Quartermaster.

HEADQUARTERS MILITARY DIVISION OF THE ATLANTIC,
Office of Chief Quartermaster, Philadelphia, Sept. 15, 1865.

GENERAL: In compliance with General Orders No. 39 from the Quartermaster General's office, I have the honor to submit the following report as chief quartermaster of the army of the Potomac, for the fiscal year ending June 30, 1865.

The report for the previous year of the operations of the 2d army corps, and army of the Potomac, while chief quartermaster, was transmitted on the 15th of September, 1864.

On the first of July, 1864, the army of the Potomac lay before Petersburg, confronting the army of northern Virginia, commanded by General Lee.

The long and wearisome march from the Rapidan, the sanguinary battles of that campaign, and the continual operations before Petersburg, had produced no decisive results. On the first of July, 1864, the army of the Potomac numbered as follows: commissioned officers, 5,237; enlisted men, 109,011; private horses, 4,044; public horses, 29,564; mules, 21,171; ambulances, 755, and army wagons 3,777; being 90,685 infantry, 17,370 cavalry, and 6,194 artillery. The unit of organization for the ambulance trains was by corps; for the supply and ammunition trains by divisions. Seven wagons for supplies and three for ammunition were allowed for every one thousand men, present armed and equipped for duty, being ten days' rations and one hundred rounds of ammunition per man.

The intrenching tools, consisting of one thousand each of axes and spades and three hundred picks, were required to be kept at corps headquarters.

The month of July was devoted by the army in strengthening the line of intrenchments from the Jerusalem plank road to the Appomattox with redoubts and siege batteries. In the mean time the attention of officers of the quartermaster's department was given to the general improvement of the trains, which were held in readiness at all times for any immediate operations of the army. A large force of the construction corps was engaged in repairing the railroad from City Point. Corduroy roads were also built from the several commands to the main roads, and thence to City Point, where all supplies were obtained.

On the 26th of July the line of defence was held by the 5th and 9th corps. The 2d corps, with two divisions of cavalry, under the command of General Hancock, crossed the James river at Deep Bottom, where the enemy's works were carried, four guns and several prisoners captured; the trains belonging to the commands accompanied under cover of darkness. This demonstration on our part drew to the north side of the river a large portion of Lee's army, presenting a

favorable opportunity for exploding the mine that had been prepared by the 9th corps under one of the enemy's batteries. To this end preparations were made. General Hancock withdrawing under cover of darkness, on the night of the 29th, from the north side of the James, accompanied by his trains, on the morning of June 30, at 4 30 a. m., everything being ready, the mine was exploded, and immediately the 9th corps made an assault on the enemy's works in front. The enemy, however, rallied his troops at the point of attack, and rendered further efforts of no avail; during these operations the trains of the whole army loaded, hitched up, and awaiting events of the day.

During the month of July the 6th army corps was ordered to Washington, and was followed by General Sheridan with the first and third divisions of the cavalry corps.

On the 14th of August the 2d corps and second division of cavalry, under the command of General Hancock, again crossed to the north side of the James, at Deep Bottom, on pontoon bridges, their trains accompanying under cover of darkness. The 5th corps was now relieved by a portion of the 9th, and for the time massed in the rear. From this position the 5th corps moved to the left, for the purpose of destroying the Weldon railroad, near Globe tavern; in this they were aided by a portion of the 9th corps. The enemy now beginning to mass his troops, the remainder of the 9th corps was sent to their aid, arriving in time to participate in repulsing the enemy. Heavy rains now set in, rendering it impossible to forward supplies by the ordinary method, recourse was had to the pack-mules, which were required to be kept by each division. During these operations the main trains remained loaded with the prescribed amount of supplies and ammunition in their respective parks. The 2d corps, having withdrawn from the north side of the James, moved on the 22d to the left of the line of works at Ream's Station, on the Weldon railroad, followed the next day by the second division of cavalry, and were successful in destroying several miles of railway, but on the 25th the enemy appeared in force and checked further operations; they now charged upon our troops with great fury, causing considerable loss on our side, and nine pieces of artillery fell into the enemy's hands.

Until the month of October nothing worthy of note occurred along the lines; during the intervening time the railroad was completed along our lines from City Point, thus giving ample means to provide for the wants of the army; depots were located at convenient points, and officers of this department placed in charge to promptly and properly distribute the supplies to the various commands, in order to secure system and despatch. Daily estimates of forage were required to be made upon the chief quartermaster of the army, and requisition by him was made upon the principal depots at City Point for the different stations upon the road; monthly estimates for all the stores required for the use of the army were made in the same way, thus securing such articles as were required for immediate use, and providing against any accumulation.

On the first day of October a portion of the 2d, 5th and 9th corps, and second division of cavalry, under their respective commanders, made a demonstration on the extreme left, near Poplar Springs church; hard fighting ensued, and the enemy driven from his position. On this reconnoissance the troops took four days' rations and sixty rounds of ammunition upon the person; all the trains were loaded with six days' rations and forage to their utmost extent, hitched up, ready to move on immediate notice; the only transportation allowed with the troops was one-half of the ambulances, spring-wagons, and pack-mules belonging to headquarters.

On the 27th of October another demonstration was made on the left with a view of extending our lines; portions of the 2d, 5th and 9th corps, and the second division of cavalry, moved early in the day. While the 5th and 9th corps confronted the enemy, the 2d corps and cavalry, under the command of General Hancock, crossed Hatcher's Run, on the Vaughen road; the 5th corps then

moved up the streams with the view of connecting with the 21 corps, but were unable to do so. The enemy, taking advantage of our position, came down upon our troops with great impetuosity, but were repulsed with great loss. On the 28th all the troops returned to their former camps. During these operations the wagons containing intrenching tools, the ammunition, hospital stores, and forage that were to accompany the troops, remained packed in a secure place, waiting the developments of the demonstration at Hatcher's Run. Four days' rations and sixty rounds of ammunition were taken upon the person; one-half of the cavalry small-arm ammunition and forty rounds of infantry were taken in wagons; one-half of the ambulances, one medical and one hospital wagon to each brigade, one forage and one battery wagon to every twelve guns, and such pack-animals as were required to carry the rations of officers, accompanied the troops. The cavalry took no forage trains whatever, each cavalryman being required to carry sufficient forage to last during the operations.

The general trains of the army were loaded with the prescribed amount of supplies and ammunition, and moved to City Point, within the fortification; all artillery animals in the enclosed works, not required, were sent to City Point, to the artillery reserve ammunition train; the depots upon the line of railroad were broken up and to meet any emergency that might arise, all the employés of the quartermaster's department belonging to the general trains, with the exception of one man to every three teams, were organized, armed and equipped for duty, and placed under competent officers. By this arrangement a brigade of 2,724 men was obtained, and such were the preparations made and precautions taken by this department during the operations of the army, that no special guards were required for the wagon trains.

During the first week of December the 6th army corps, commanded by General Wright, returned from the Shenandoah valley, the transportation being shipped from Alexandria to City Point, Virginia.

On the 25th of March the enemy concentrated his troops in front of the 9th corps, made a sudden and unexpected attack, and succeeded in breaking through the lines at Fort Stedman. They, however, were soon repulsed and driven back with great loss, to his intrenchments, the works retaken, and many prisoners captured.

Preparations now commenced for the most brilliant and successful campaign of the war. The transportation of the whole army was in a perfect state of readiness—the wagons repaired, animals recuperated, and everything complete. On the 29th of March the second division of cavalry was detached from the army of the Potomac and joined the other two divisions, under General Sheridan, who was to co-operate with the army of the Potomac in its movements.

The army of the Potomac, at this time, numbered as follows :

Arm of service.	Number of each class.			Average per 1,000 men.	
	Men.	Animals.	Wagons.	Animals.	Wagons.
Infantry	97,921	15,949	1,756	162	17
Artillery.....	6,792	7,439	495	1,095	73
Engineers.....	3,064	2,408	197	785	64
Total.....	107,777	25,796	2,448	239	22

The 2d and 5th corps moved from their works to the left, the 6th and 9th corps occupying their line. The troops were supplied with four days' rations and fifty rounds of ammunition upon the person, eight days' supplies for men

and animals being taken in the supply and sixty rounds per man in the ammunition train.

The 5th corps moved westerly, to the junction of the old stage and Vaughen roads, supporting the 2d corps, the latter taking the Vaughen road, crossed Hatcher's Run and communicated with the 5th corps.

The 6th and 9th corps remained in their line of works before Petersburg, the surplus artillery being placed in their rear.

The ammunition train of the artillery reserve did not accompany the troops, but remained in port at City Point; all the sick were removed to the depot field hospital at City Point; the supply trains of the 2d and 5th corps not accompanying the troops remained, in part, near Hatcher's Run. Each corps had five four-gun batteries, one battery wagon, intrenching tools, and half the ambulances, one medical and one hospital wagon to each brigade, and one with forage for each division ammunition train that accompanied the troops; the remaining ambulances were parked with the general trains of the 2d and 5th corps; twelve wagons with twenty rounds of ammunition per man were taken with each division.

On the 30th the trains of the 5th corps moved to the north side of Gravelly Run, the other trains moving on the Vaughan road. Heavy rains now set in and continued unceasingly for forty-eight hours, rendering the roads impassable for heavy trains and artillery—the trains of the 5th corps being fifty-six hours in making the distance of four miles. During the day the enemy made an attack upon the 5th corps, forcing them back, and then immediately turned upon the cavalry, which retired to the vicinity of Dinwiddie Court House. The 5th corps moved to the support of the cavalry, reporting to General Sheridan, and succeeded in checking the further advance of the enemy.

The ambulances of the 6th corps were used to convey the wounded of the cavalry to the railroad, from whence they were conveyed to City Point hospital.

On the morning of the 2d of April an attack was made along the front line, which was broken by the 6th corps pressing rapidly forward, cut the enemy's line in the centre, forcing a part back into Petersburg, and drove the balance up the line of the South Side railroad, where they were closely followed by the 2d corps. All the available ambulances were sent to convey the wounded to the hospitals. During the night Richmond and Petersburg were evacuated by the enemy, the 2d and 6th corps following the retreating army, giving them no time to rest or intrench. The trains, replenished with the prescribed amount of supplies, moved towards Burk's Station, on the Cox road, at such a distance as would not embarrass the movements of the troops.

On the 4th of April heavy rains set in, rendering the roads almost impassable for heavy trains; men were detailed from the several commands to corduroy the roads, and otherwise aid in moving forward.

On the 6th the enemy still continued his retreat, the 2d, 5th, and 6th corps pursuing by the Richmond and Danville railroad towards Deatonville. At Salem creek the enemy endeavored to make a stand, but were soon driven, by the 2d corps, across the creek to the Appomattox, capturing three hundred and fifty wagons, which were burned, and about fifteen hundred prisoners. On another portion of the line the 6th corps also attacked and drove the enemy, capturing several thousand prisoners, and continued the pursuit towards Farmville. The empty supply wagons were used to convey the wounded of their respective corps to Burk's Station.

On the 7th the pursuit was still kept up with renewed vigor, the enemy abandoning and destroying wagons, caissons, and stores along the line of march. Our forces losing no time, moved to the enemy's right, left, and centre, keeping him constantly compelled to defend his trains, and on the 9th had so completely surrounded him that when the head of his column reached Appomattox Court House the cavalry and 5th corps were there to confront him. All hopes to ex-

tricate his army having fled, General Lee accepted the terms offered, and surrendered all the forces known as the army of northern Virginia.

The formal surrender took place on the 10th of April. All the ordnance stores resulting from the surrender were taken possession of by the chief of ordnance at army headquarters, and were transported to Burk's Station by the quartermaster's department of the army of the Potomac. All the quartermaster's property received from the surrender was turned over to the chief quartermaster army of the James.

The reports of the chief quartermasters of the several corps of the army will give in detail their operations during the year.

Immediately after the surrender, all the transportation of the army moved to the vicinity of Burk's Station; the 9th corps guarded a portion of the line of railroad to Petersburg until the 20th of April, when it was detached from the army of the Potomac and ordered to Washington, D. C.

On the 23d of April the 6th corps, with twelve day's marching rations and the full amount of ammunition, with a pontoon train, started for Danville, where they arrived on the 27th.

On the 2d day of May the army of the Potomac started on its homeward march for Washington, arriving at Richmond on the 4th and 5th of May. On the 6th the whole army (save the 6th corps) passed in review at Richmond, and moved directly for Washington with the trains, by way of Hanover Court House, Fredericksburg, Fairfax Court House, arriving near Fort Albany on the 11th of May.

The 6th corps returning from Danville by the same route, arrived a few days later.

Soon after the arrival of the army before Washington, orders were received from the War Department to muster out a large portion of its troops. Accordingly, on the 28th of June, that portion of the provisional corps commanded by General Wright, and the army of the Potomac, ceased to exist.

I should fail doing justice to many worthy officers serving in the army of the Potomac, did I not acknowledge their signal ability on every occasion during the late campaign, and the interest and zeal they have ever manifested in the performance of the duties devolving upon them. Nor should I fail to acknowledge the ready and unceasing co-operation I have received in my official position from the chief quartermaster of the armies operating against Richmond, Major General Rufus Ingalls.

Accompanying this report will be found a table showing the distances travelled daily by the army of the Potomac as "indicated by the odometer, and a statement of the amount of public money received, transferred and remaining on hand during the fiscal year ending June 30, 1865."

Respectfully submitted.

R. N. BATCHELDER,
Colonel and Chief Q. M., Army of the Potomac.

A true copy :

JOHN V. FUREY,
Captain and Assistant Quartermaster.

Table of distances travelled by the army of the Potomac daily, as indicated by the odometer.

	Miles.
1865. March 29. From Aiken's house to near Hatcher's Run.....	9½
April 1. From near Hatcher's Run to near Dabney's mills...	1½
2. From near Dabney's mills to Tappy's house.....	7

		Miles.
1865. April	3. From Tappy's house to Southerland Station.....	8
	4. From Southerland Station to Jones's house.....	21½
	5. From Jones's house to near Jetersville Station....	14
	6. From near Jetersville Station to Deatonville.....	10¼
	7. From Deatonville to Rice's Station.....	6
	8. From Rice's Station to Sheppard's house.....	18½
	9. From Sheppard's house to near Abbott's house.....	17
	11. From near Abbott's house to near Farnsville.....	24½
	12. From near Farnsville to Burke's Station.....	20¼
May	2. From Burke's Station to Scott's shop.....	24¼
	3. From Scott's shop to Cox's house.....	20¼
	4. From Cox's house to near Manchester, Virginia....	12½
	5. From Manchester to near James river.....	1
	6. From Manchester to Hanover Court House.....	20¼
	7. From Hanover Court House to White Chimneys...	10½
	8. From White Chimneys to beyond Villeboro'.....	24¾
	9. From beyond Villeboro' to Stafford Court House....	28½
	10. From Stafford Court House to Manchester House...	24
	11. From Manchester House to Fort Albany.....	25½
Total		348¾

HEADQUARTERS MIL. DIV. OF THE ATLANTIC,

Office of Chief Q. M., Philadelphia, Pa., Sept. 15, 1865.

*Statement of public moneys received, transferred, and remaining on hand during
the fiscal year ending June 30, 1865.*

On hand June 30, 1864.....	\$13, 534 45
Received from officers	42, 833 87
Total	56, 368 32
Expended during the year.....	\$2, 903 83
Transferred during the year	36, 561 68
On hand June 30, 1865.....	16, 902 81
Total	56, 368 32

Respectfully submitted:

R. N. BATCHELDER,

Colonel and Chief Q. M., Army of the Potomac.

HEADQUARTERS MIL. DIV. OF THE ATLANTIC,

Office of Chief Q. M., Philadelphia, Pa., Sept. 15, 1865.

A true copy :

JOHN V. FUREY,

Captain and Assistant Quartermaster.

No. 110.

QUARTERMASTER GENERAL'S OFFICE,

Washington, D. C., September 12, 1865.

GENERAL: Herewith I have the honor to transmit my annual report for the fiscal year ending June 30, 1865.

Very respectfully, your obedient servant,

JOHN B. HOWARD,

Brevet Colonel and Assistant Quartermaster.

Brevet Major General M. C. MEIGS,

Q. M. General U. S. A., Washington, D. C.

A true copy :

JOHN V. FUREY, *Captain and A. Q. M.*

QUARTERMASTER GENERAL'S OFFICE,

Washington, D. C., August 1, 1865.

GENERAL: In compliance with your General Order No. 39, of July 1, 1865, calling for an annual report for the fiscal year ending June 30, 1865, I have the honor to submit the following :

My last annual report was forwarded, in accordance with your General Order No. 29, of July 6, 1864, on the 26th of September, 1864.

July 1, 1864, I was acting as chief quartermaster of the cavalry corps, army of the Potomac, by virtue of General Order No. 151, War Department, dated March 23, 1864, and Special Orders No. 77, headquarters army of the Potomac, March 26, 1864.

July 1, 1864, the transportation of the corps was in camp at Old Courthouse, near Petersburg, Virginia, awaiting the return of the command which had moved to the left of the army of the Potomac for the relief of the 3d division of the corps, which had met with a severe repulse from the rebels in attempting to destroy the Weldon railroad.

July 2, in camp at the above-mentioned place, the transportation actively employed in conveying supplies of subsistence and forage to the front.

July 3, command returned, when the transportation of the corps was moved to Jordan's Point, on the James river, where a depot was established for receiving and issuing supplies to the command, which, after many hard marches and severe fights, required rest and recuperation.

July 4, 5, 6, 7, 8, 9, and 10, quartermaster's department engaged in shipping dismounted troops and unserviceable horses to Washington, D. C., and drawing clothing and supplies for the command.

July 11, on my application, I was relieved, by Special Orders No. 54, headquarters armies of the United States, as acting chief quartermaster cavalry corps, and ordered to report to Major General W. F. Smith, commanding 18th army corps, for duty as chief quartermaster of that corps.

July 14 reported, in accordance with orders, to the commanding general 18th army corps, entering on duty as chief quartermaster of the corps. My first business was to inspect the transportation and supplies, and ascertain the general condition of my department. The transportation of a portion of the corps was found in a wretched condition; animals poor, harness out of repair, and a large number of wagons unfit for service; small wagon parks were scattered over a large tract of country, and left almost exclusively under control of non-commissioned officers and citizen wagon-masters. These wagons I directed to be immediately assembled and parked by divisions, and officers of the department directed to remain in close proximity to the trains. In the corps, acting quartermasters were found performing most of the duties pertaining to the regularly appointed officers of the department, and when found incompetent were

relieved as rapidly as efficient officers could be obtained to fill their places. A portion of the troops were indifferently supplied with clothing, especially the 3d (colored) division; this deficiency arose from inefficiency on the part of the acting quartermasters of the division, and not from want of supplies at the main depot at City Point. When the proper system of obtaining and distributing supplies to the troops was fully understood, no difficulty was found in supplying their wants.

During the time the 18th corps lay in front of Petersburg the transportation was parked within a short distance of the rear of the troops; the position was selected from necessity and not from choice, the location of the trains being such that they were under fire of the rebel batteries; however, but small loss of life or destruction of transportation occurred.

For the purpose of receiving and issuing supplies to the 18th army corps, a depot had been established at the terminus of the military railroad leading from City Point. At this depot a number of officers had been stationed to conduct the business of the depot. I found that a large quantity of stores, and a number of unserviceable horses had been allowed to accumulate at this place, and that there was also a large force of employés in attendance, for whom there was not sufficient work. To remedy these evils I deemed it best to break up the depot, turn in all unserviceable property, discharge or transfer employés, and relieve the officers, assigning them to active and useful service.

July 27, by Special Orders No. 204, headquarters, department of Virginia and North Carolina, I was assigned to duty as chief quartermaster army of the James. This army consisted of the 10th, 18th, and a portion of the 19th corps, one division of cavalry, and a large engineer and medical department.

The position occupied by the army of the James was to the right of the army of the Potomac, the right resting on the James river, extending to the Appomattox, the line crossing the latter stream; the left holding position directly in front of Petersburg and connecting with the right of the 9th corps of the army of the Potomac.

The depots for the supply of the army of the James were established at Smith's Station, on the line of the City Point railroad, at Jones's and Sherman's landing, on the James river, and Broadway and Point of Rocks landing, on the Appomattox, with the principal depot at Bermuda Hundred. By order of the chief quartermaster of armies operating against Richmond, City Point had been declared the main depot for the armies. In view of this, two of the depots of the army of the James were at once broken up, and the others reduced in size, but retained merely to supply the current requirements of the troops. During this time operations were in progress on Dutch Gap canal, an expensive work that required the employment of a large amount of material and labor. So far as the quartermaster's department was concerned, no embarrassment or delay retarded operations.

August 27, General Ord being in temporary command of the department, at my request, I was relieved as acting chief quartermaster army of the James, and directed to report to the commanding officer of the 18th army corps.

On the 29th of September the command of Major General Ord advanced across the James river at Chapins's bluff, carrying a strong line of fortifications, taking (16) sixteen guns and many prisoners, effecting a lodgement in rebel fortifications, six miles from Richmond.

October 1, I received a special order from the War Department relieving me, temporarily, from duty as chief quartermaster 18th corps, and directing me to report at St. Louis, Missouri, as a member of a board for the examination of officers of the quartermaster's department for the district comprising the departments of Missouri, Kansas, Northern, and Northwest.

In compliance with the order of the War Department, I reported October 10 at St. Louis, to the president of the board of examiners.

October 13, the board met pursuant to order, but, owing to the disturbed condition of affairs in Missouri, adjourned to meet at Cincinnati, Ohio.

Board met pursuant to adjournment, and proceeded with the examination of officers of the northern department, adjourning on the 5th of December, to assemble at Milwaukee, for the purpose of examining officers of the quartermaster's department on duty in the department of the northwest. Having completed their duties in this department, on the 23d of January, 1865, the board adjourned to meet at St. Louis, to continue the examination of officers of the quartermaster's department stationed in the departments of Missouri and Kansas.

The board met at St. Louis pursuant to adjournment, and proceeded with the examination of the officers of the quartermaster's department.

February 27, 1865, I received a telegraph order from Lieutenant General Grant, relieving me from duty as a member of the board of examiners, and ordering me to report in person to Major General Ord, commanding the army of the James, for duty in the field. I reported in compliance with the order from Lieutenant General Grant, March 7, to General Ord, and was immediately assigned to duty as chief quartermaster of that army.

Immediately after entering on my duties as chief quartermaster of the army, I proceeded as rapidly as possible to place my department in a good condition for the opening campaign; the officers in the department co-operating most cordially with me in my efforts. All unserviceable wagons, harness, mules, cavalry and artillery horses, &c., were condemned and turned into depot; all surplus stores, public or private, were sent to the rear; the troops were supplied with the necessary clothing required for an active campaign, and the transportation of the army was reorganized to correspond precisely with the standard prescribed in orders.

On the 28th of March the armies operating against Richmond moved, the army of the James being fully supplied and equipped in every particular, so far as concerns the quartermaster's department. The movement of the trains of the army of the James was similar to the plan adopted in the army of the Potomac.

March 29, 30, 31, and April 1, transportation in camp at Humphrey's Station, drawing additional supplies, and awaiting the action of the combined armies.

April 2, transportation in camp at Patrick's Station.

April 3, broke camp at 7 a. m., the transportation following in rear of the army, which was advancing rapidly in pursuit of the retreating rebels.

On the receipt of the news of the capture of Richmond by the general commanding the army of the James, I was directed to proceed to that city and establish a depot for the supply of the army. I immediately placed the transportation in charge of Lieutenant Colonel A. B. Lawrence, chief quartermaster of the 24th army corps, and proceeded to Richmond, in compliance with orders. On the route, instructions were given to the officers of the quartermaster's department in charge of the depots at Bermuda Hundred, Point of Rocks, Broadway landing, Jones's landing, Deep Bottom, and Varina landing, to at once break up their respective depots and transfer all the stores to the main depot I proposed establishing at Richmond.

April 4, arrived in Richmond and proceeded at once to establish depots, collect abandoned and captured property, and procure data that would be of future service to the government. From this date until the final breaking up of the army of the James I remained on duty in the city of Richmond, transacting the various administrative duties pertaining to the quartermaster's department in and around Richmond.

On the 19th of June, by order of the Secretary of War, I was directed to report at Washington for duty in the office of the Quartermaster General. On the 22d of June I was assigned to duty in the 6th division, Quartermaster General's office, and immediately entered upon the duties pertaining to that division.

I would respectfully state that (with one exception) I have been present at all battles fought by the army of the James, from the 1st of July, 1864, to the date of the entire defeat and surrender of Lee's rebel army.

In conclusion, I would state that at the time of the entry of our troops into Richmond a portion of the city was in ruins; through the burnt district the streets were impassable, being blocked up by the smoking ruins, and the thoroughfares of the city filled with accumulations of ashes, garbage, and rubbish; the gas and water works had ceased operations; the railroads and canal lines leading from the city could not continue running, their works having been destroyed; the various coal mines and manufactories in the vicinity of Richmond had suspended operations; the wharves were old, rotten, and almost entirely useless; in fact, every branch of industry was at a stand-still, and the city was crowded with thousands of idle and destitute. It is difficult at this time to comprehend the embarrassment of the Quartermaster's department in such a state of affairs, when naturally the department was looked to to bring order out of this confused state of things. It was, therefore, deemed just and equitable to place at work, for the benefit of the United States, these bands of wandering freedmen who were enjoying their newly-acquired liberty, and subsisting at the expense of the government. Orders were given to have warehouses fitted up for the purpose of accommodating those who were placed at work for the benefit of the government. In the course of a few days more than a thousand men were engaged in gangs of twenty-five each, under competent foremen, and placed at work removing and clearing away the ruins of the burnt district, unloading vessels, repairing wharves, collecting captured and abandoned property in the city, and storing it in warehouses. Numbers were sent into the country for the purpose of procuring and bringing into the city a large quantity of abandoned cord-wood. Others were detailed with the medical, commissary, ordnance, and engineer departments.

Considerations of economy, and the embarrassing difficulty attending the care and protection of the non-producing element among the liberated slaves, led me to recommend the course adopted with reference to the freedmen. It was folly to suppose that the former owners of the unemployed negroes had any feeling that would lead them to care for their former servants. Great suffering would have resulted to the freedmen had not the government extended to them support and protection.

I do not propose to offer any suggestions with regard to improvements in the personnel or administration of the Quartermaster's department. In my opinion the organization of the department is as near perfect as it is possible to become. I base this opinion and declaration on the well-known satisfaction that has been given by the Quartermaster's department in the grand operations of the last four years.

I cannot conceive of a case of failure on the part of the department if the orders that have been promulgated from the office of the Quartermaster General are honestly and understandingly obeyed.

Herewith enclosed I have the honor to transmit statements A and B, and statement of public funds, as called for in General Orders No. 39, being the only statements coming under the scope of my duties during the past fiscal year.

Respectfully submitted:

JOHN B. HOWARD,

Brevet Colonel and Assistant Quartermaster.

Brevet Major General M. C. MEIGS,

Quartermaster General U. S. Army, Washington, D. C.

A true copy:

JOHN V. FUREY,

Captain and Assistant Quartermaster.

Statement of public moneys received and disbursed by Colonel John B. Howard, assistant quartermaster, during the fiscal year ending June 30, 1865.

On hand July 1, 1864.....	\$318 16
Received from officers during the year.....	176, 511 10
Received from Treasury Department .....	.....
Received from sales of property, &c.....	.....
Total	176, 829 26
Expended during the year.....	\$3, 021 44
Transferred to other officers during the year.....	173, 807 82
Remaining on hand June 30, 1865.....	.....
Total	176, 829 26

JOHN B. HOWARD,
Brevet Colonel and Assistant Quartermaster.

A true copy :

JOHN V. FUREY,
Captain and Assistant Quartermaster.

No. 111.

ASSISTANT QUARTERMASTER'S OFFICE,
New Orleans, La., September 22, 1865.

GENERAL: I have the honor to transmit herewith my annual report for the year ending June 30, 1865, in compliance with General Orders No. 39, Quartermaster General's office, dated July 1, 1865.

Owing to the breaking up of the depot and changes of station consequent thereon, I have been unable to forward the report at an earlier date.

I am, sir, very respectfully, your obedient servant,

E. J. STRANG,
Brevet Lieut. Col. and Assistant Quartermaster.

Brevet Major General M. C. MEIGS,
Quartermaster General U. S. Army, Washington, D. C.

A true copy :

JOHN V. FUREY,
Captain and Assistant Quartermaster.

ASSISTANT QUARTERMASTER'S OFFICE,
New Orleans, La., September 22, 1865.

GENERAL: In compliance with General Orders No. 39, from your office, dated July 1, 1865, I have the honor to submit herewith my annual report for the year ending June 30, 1865.

My last annual report was mailed on the 15th of September, 1864, and at the date of its close I was in charge of the depot of repairs and wagon transportation for the army of the Potomac, located at City Point, Virginia. By Special Orders No 78, headquarters armies of the United States, dated August 23, 1864, I was directed to report to Brigadier General Rufus Ingalls, chief quarter-

master armies operating against Richmond, and my duties increased by the addition of the army of the James, for which, with the army of the Potomac, I furnished the means of transportation, as well as the repairs of wagons, ambulances, &c.

My duties during the year have consisted in the receipt and issue of animals, wagons, harness, &c.; the general repairs of all means of transportation, including shipping; furnishing transportation for all extra work, such as hauling guns, ammunition, &c.; for siege artillery, railroad ties and material for construction corps, lumber, logs for stockades, fuel, &c., for the depot field hospitals, medical subsistence, ordnance and quartermaster's stores, to different points of the army; policing purposes at the hospitals and depot, and all details where troops or temporary commands were without the necessary transportation; also the construction and repairs of the public buildings, wharves, stables, &c., at the depot. No moves of the depot were made during the year, notwithstanding at times the greater part of the employés were doing service at other points.

My force of employés at the beginning of the year numbered as follows, viz :

Wheelwrights	115
Carpenters	18
Laborers	291
Blacksmiths	89
Saddlers	23
Teamsters	381
Clerks, superintendents, wagon-masters, &c	70
Total number of men	<u>987</u>

Together with 273 six-mule teams, 69 four-horse and mule teams, 20 two-horse teams, 31 two-horse ambulance teams; the number of animals in the corrals for receiving and issuing purposes, 351; making a total of 575 horses and 1,792 mules, or 2,367 animals.

It was found that this force of mechanical labor, and the number of teams, was totally inadequate to meet the requirements of the service. I was accordingly directed by General Ingalls to increase my force and extend the operations of my depot until I could meet and supply every want promptly; for this purpose I caused advertisements to be inserted in some of the authorized newspapers of the northern towns, for mechanics and teamsters, and sent agents to secure the men, and also went myself, by order of General Grant, for the same purpose. My force now increased rapidly, until there was employed at the depot, under my control, the following number, viz :

Wheelwrights	119
Carpenters	78
Laborers	771
Blacksmiths	115
Saddlers	31
Teamsters	431
Clerks, superintendents, wagon-masters, &c	75
Total number of men	<u>1,620</u>

The number of animals, &c., varied according to the exigencies of the service, the average number on hand amounting to 2,095 head. The handling and care of this branch of my department required a large force of employés.

Immediately after arriving at City Point, I erected shops, such as had always

been used in the field, viz: a portable frame covered with canvas, (paulins.) My force increasing, it was found necessary to enlarge these shops to the following dimensions: two wheelwright shops, 190 by 25 feet; two blacksmith shops, 190 by 25 feet; two saddler shops, 60 by 22 feet; one carpenter's shop, 80 by 22 feet. As a measure of economy, I caused these shops to be covered with boards, in place of canvas, and stockades built of logs, also covered with boards, as quarters for the employés (winter was approaching) in place of tents.

My carpenters were employed during the year in constructing and repairing wharves, storehouses, stables, stockades at the hospitals for the accommodation of patients, and barracks for the colored employés of the quartermaster's and subsistence departments, consisting of six buildings, each 100 feet long by 25 feet wide and two stories high; also a chapel, 25 feet by 50 feet.

Your attention is respectfully invited to the supplementary statement, marked "G," herewith submitted. It will be perceived that the daily issues of animals to officers averaged 181 head, the number of animals daily shod in the blacksmith shops 140 and the number of wagons and ambulances repaired daily 17. As far as possible, where wagons came to my shop for repairs, I caused "brakes" to be put on them; these brakes were not invoiced to officers, but were considered "repairs," the materials for which I expended.

In the month of March I sent seventy-five blacksmiths, with forges, tools, &c., to White House, on the Pamunky river, to shoe the animals of General Sheridan's command, returning from the raid around Richmond; and also, in the latter part of April, sent the same number of blacksmiths to Nottoway Court House and Petersburg for the same purpose.

In connexion with my remarks here, I may add that it is my opinion that the transportation of an army operating in the field can be kept in better repair and at less expense by having a general depot for repairs than by keeping a force of mechanics attached to the different commands.

Many articles were fabricated during the year, the most important of which were the following, viz: 12 spring wagons, 21,000 pounds horse and mule shoes, 4 sets of ambulance harness, 151 wagon bodies, 1,200 water buckets, 82 office chairs.

In the latter part of February I was ordered to relieve Captain E. E. Camp, assistant quartermaster, at City Point, of all stores appertaining to means of transportation, such as horse and mule shoes, nails, hardware of all kinds, except tools, sets of harness and parts of harness, wagons, &c, &c. For the care and security of these stores I erected a temporary storehouse on the wharf assigned to my depot.

On the 1st of March, in pursuance to orders from General Ingalls, I relieved Captain J. E. Jones, assistant quartermaster, and assumed charge of the depot field hospitals, in addition to my other duties. I placed a superintendent with a clerk in charge to attend to the current business, and visited the hospitals daily.

After the dispersion of the rebel army, I was ordered by General Ingalls to establish a corral at Burkesville, for the purpose of receiving surrendered property. I went personally to that place and established the corral, and placed a superintendent in charge. The following number of animals and property was received from officers of our army, but not invoiced, viz: 400 horses, 1,300 mules, 101 wagons, and 90 ambulances. The animals I sent to Jordan's, or Light-house Point, on the James river, a few miles below City Point, where I caused them to be grazed daily. They were in a wretched state from want of food when they came into my possession, but subsequently many of them were issued to our forces in excellent condition.

By virtue of an order from the Secretary of War, 1 500 animals were turned over to various officers for distribution to the poor and freedmen of the Richmond and Petersburg districts.

On the 1st of May, in compliance with instructions received from General Ingalls, I commenced to reduce the proportions of the depot by discharging the bulk of my employés; and by directions of the Quartermaster General, through General Ingalls, I sold at public auction, at Petersburg, Richmond, and City Point, 1,746 horses, 993 mules, 67 wagons, and 89 ambulances, unserviceable property, at prices averaging \$25 40, \$34 13, \$9 02, and \$23 05, respectively. The residue of my property, consisting, in part, of 1,028 horses, 2,074 mules, 573 wagons, 38 ambulances, and 3,340 sets of harness, I transferred to Captain A. T. Dunton, assistant quartermaster, at City Point, and Brevet Colonel C. H. Tompkins, assistant quartermaster, at Washington, District of Columbia.

In pursuance of Special Orders No. 272, War Department, Adjutant General's office, dated June 2, 1865, I proceeded to New York, N. Y., and reported on the 12th of June to Brigadier General S. Van Vliet, chief quartermaster of the department of the east, for assignment to duty, and was by that officer temporarily placed in charge of repairs of government vessels during the absence of Captain J. R. Jennings, assistant quartermaster, which duty I was performing at the closing of this report.

The following is a statement of the public funds received and disbursed by me during the period embraced in this report :

On hand July 1, 1864.....	\$59,779 75
Received from officers during the year.....	594,028 50
Received from Treasury Department during the year.....	.....
Received from sales of property and other sources during the year.....	83,878 95
Total	<u>737,687 20</u>

Expended during the year.....	\$643,806 06
Transferred to other officers during the year.....	71,000 00
Remaining on hand June 30, 1865.....	22,881 14
Total	<u>737,687 20</u>

The balance on hand is deposited as follows :

Ninth National Bank, New York city	\$11,040 59
Bank of the Metropolis, Washington, District of Columbia.....	28 78
Treasury United States, Washington, District of Columbia	39 69
In my possession.....	11,772 08
Total	<u>22,881 14</u>

The accompanying statements, marked respectively A and B, are all that are required, from the nature of my duties during the past year and in compliance with the General Order requiring this report.

I have the honor to be, very respectfully, your obedient servant,

E. J. STRANG,

Brevet Lieut. Col. and Assistant Quartermaster.

Brevet Major General M. C. MEIGS,

Quartermaster General U. S. Army, Washington, D. C.

A true copy :

JOHN V. FUREY,

Captain and Assistant Quartermaster.

*A—Report of quartermaster stores received, issued, and remaining on hand during the year ending on the 30th day of June, 1865,
by Brevet Lieutenant Colonel E. J. Strang, assistant quartermaster U. S. volunteers.*

Articles.	On hand July 1, 1864.	Received from officers during the year ending on the 30th June, 1865.	Purchased during the year ending June 30, 1865.	Manufactured during the year ending June 30, 1865.	Captured, gained, and taken up during the year ending June 30, 1865.	Total.	Issued and transferred during the year ending June 30, 1865.	Sold, lost, died, expended, &c., during the year ending June 30, 1865.	Total.	On hand June 30, 1865.
Adzes.....	5	3			2	10	10		10	
Alcohol.....		14½				14½		14½	14½	
Aloes.....		4½				4½		4½	4½	
Alum.....		2			19½	21½	20	1½	21½	
Ambulances, 1-horse.....										
2-horse.....	89	334			100	523	429	94	523	
4-horse.....		3			1	4	4		4	
Anvils.....	30	29			22	81	79	2	81	
Ammonia.....		3			2½	5½	2½	3	5½	
Aloes, tincture.....		½				½		½	½	
Arnica, tincture.....		½				½		½	½	
Aprons, blacksmith.....	236	9				245	79	166	245	
Assafoetida.....		2				2		2	2	
Axes.....	11	43	4			58	32	26	58	
broad.....	7	55			7	69	69		69	
hand.....	76	5			12	93	86	7	93	
Axles, ambulance.....		8	24			32		32	32	
buggy.....					2	2	2		2	
wagon.....	1	29	1		2	33	9	24	33	
Axle-beds, ambulance wagon.....										
Axletrees, ambulance wagon.....		500				500		500	500	
Awls, assorted.....	111	60				60		60	60	
brad.....	22	3				3		3	3	
round.....	6	296				407	84	323	407	
		11				33	14	19	33	
		26				32	30	2	32	

A.—Report of quartermasters' stores received, issued, &c.—Continued.

Articles.	On hand July 1, 1864.	Received from officers during the year ending June, 1865.	Purchased during the year ending June 30, 1865.	Manufactured during the year ending June 30, 1865.	Captured, gained, and taken up during the year ending June 30, 1865.	Total.	Issued and transferred during the year ending June 30, 1865.	Sold, lost, died, expended, &c., during the year ending June 30, 1865.	Total.	On hand June 30, 1865.
Awls, scratch	34	1			46	81	81		81	
scribe										
sprig					9	9	9		9	
Angers		32			284	325	284	41	325	
Axles, iron pounds.					6,331	6,331	6,331		6,331	
Bags, nose	112	917			91	1,120	941	179	1,120	
saddle	9	96				105	71	34	105	
Bands, back	1	44		44	12	101	101		101	
belly				27		27	27		27	
breaching	3	6				9		9	9	
Bars, lead		72			9	81	81		81	
Bevels	46	16				62	61	1	62	
Bells, office		1	1			2				2
Bellows, blacksmith	35	16			12	63	63		63	
frames	1	1		2		4	3	1	4	
Beeswax	3	554				557		584	584	
Bits, assorted	1,116	87				1,203	1,073	130	1,203	
auger	177	371				548	433	115	548	
brace		1				1	1		1	
bridle		44			112	156	110	46	156	
gimlet	359	154				513	452	61	513	
drill					4	4	4		4	
plane		26				26	26		26	
screwdriver	55	11				66	66		66	
watering		2				2		2	2	
Blankets, moss					2,250	2,250	2,250		2,250	
saddle	680	2,388	1		143	3,212	2,547	665	3,212	

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A.—Report of quartermasters' stores received, issued, &c.—Continued.

Articles.	On hand July 1, 1864.	Received from officers during the year ending June, 1865.	Purchased during the year ending June 30, 1865.	Manufactured during the year ending June 30, 1865.	Captured, gained, and taken up during the year ending June 30, 1865.	Total.	Issued and transferred during the year ending June 30, 1865.	Sold, lost, died, expended, &c., during the year ending June 30, 1865.	Total.	On hand June 30, 1865.
Brushes, office .....	.....	.....	4	.....	.....	4	.....	.....	.....	.....
ornamenting .....	.....	6	.....	.....	.....	6	.....	.....	.....	.....
paint	155	15	.....	.....	.....	170	.....	128	.....	.....
paste .....	.....	.....	2	.....	.....	2	.....	2	.....	.....
wall .....	.....	.....	.....	.....	6	6	.....	.....	.....	.....
whitewash .....	.....	.....	180	.....	.....	180	.....	.....	.....	.....
Butterises .....	.....	25	.....	17	.....	42	.....	19	.....	.....
Brake bars .....	.....	.....	.....	12	.....	12	.....	12	.....	.....
Buttons tufting	2	46	.....	.....	2	50	.....	48	.....	.....
Buckles, assorted	1,584	31,068	1,020	.....	.....	33,672	26,984	6,688	33,672	.....
Buckets, gum .....	.....	27	.....	.....	.....	27	.....	27	.....	.....
tar	247	2,114	.....	.....	.....	2,361	2,094	267	2,361	.....
water	359	2,261	.....	1,281	.....	3,901	3,780	121	3,901	.....
Carriages, 2-horse .....	.....	.....	.....	.....	1	1	.....	.....	.....	.....
Candles .....	.....	25	422	.....	.....	447	4	443	447	.....
Candlesticks	12	18	6	.....	.....	36	16	20	36	.....
Cans, oil	118	14	12	.....	.....	144	144	.....	144	.....
tin	2	8	.....	.....	.....	10	.....	10	10	.....
Catches .....	.....	12	12	.....	.....	24	.....	24	24	.....
Cauldrons .....	.....	10	.....	.....	.....	10	4	6	10	.....
Cauldron frames .....	.....	.....	.....	.....	1	1	.....	.....	.....	.....
Carts, 1-horse	2	20	.....	.....	50	72	72	.....	72	.....
watering .....	.....	8	.....	.....	.....	8	.....	.....	8	.....
Calipers	30	3				33	33		33	
Calomel		2			34	54		54	54	
Casks, water		6				6		6	6	
Chalk		100				100		100	100	

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A.—Report of quartermasters' stores received, issued, &c.—Continued.

Articles.	On hand July 1, 1864.	Received from officers during the year ending on the 30th June, 1865.	Purchased during the year ending June 30, 1865.	Manufactured during the year ending June 30, 1865.	Captured, gained, and taken up during the year ending June 30, 1865.	Total.	Issued and transferred during the year ending June 30, 1865.	Sold, lost, died, expended, &c., during the year ending June 30, 1865.	Total.	On hand June 30 1865.
Crowbars	1	7	19	12	19	19	19	19	19	19
Crozes	1	3	3	2	3	3	3	3	3	3
Cruppers, harness	1	3	65	65	78	147	147	147	147	147
saddle			9	9		9		9	9	9
Cups, paint	10	2				12	4	8	12	12
tin	319	6				325	32	293	325	325
Cutters and punches						7	7		7	7
Curtain frames						12	12		12	12
Cutting thrusts	2					2	2		2	2
Collars, case	2					2	2		2	2
Chisels, firmer	27	139				181	181		181	181
Cushions, ambulance		31		15		45	45		45	45
Chimneys, lamp		21		4		25		25	25	25
Damask yards.			904			904		904	904	904
Desks	9	17	20			46	42		42	42
Dies	6	9				64	64		64	64
Drills, hand		1			2	3	2	1	3	3
Drill machines	1	1				2	2		2	2
presses	1					1	1		1	1
Drop, black pounds.	14	50				64	45	19	64	64
lake do.		5				5	1	4	5	5
Drills, grain					1	1	1		1	1
Dryer, patent gallons.					6	6	6		6	6
Duck, cotton yards.	1,000	9,073				10,073	1,644	8,429	10,073	10,073
hemp do.						1,268	1,268		1,268	1,268
Dutch pink pounds.		5				5		5	5	5
Drivers, coopers'						3			3	3
Elbows, stove-pipe		437			30	467	408	59	467	467

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A.—Report of quartermasters' stores received, issued, &c.—Continued.

Articles.	On hand July 1, 1864.	Received from officers during the year ending June, 1865.	Purchased during the year ending June 30, 1865.	Manufactured during the year ending June 30, 1865.	Captured, gained, and taken up during the year ending June 30, 1865.	Total.	Issued and transferred during the year ending June 30, 1865.	Sold, lost, died, expended, &c., during the year ending June 30, 1865.	Total.	On hand June 30, 1865.
Halters, head.....	.....	16,466	.....	1,834	.....	18,300	18,300	.....	18,300	.....
Hames.....	89	757	2	.....	254	1,102	1,102	.....	1,102	.....
Hammers, claw.....	58	44	12	.....	.....	114	104	10	114	.....
cutting.....	.....	.....	.....	35	.....	35	13	22	35	.....
hand.....	89	60	.....	.....	.....	149	149	.....	149	.....
masons'.....	.....	.....	.....	1	.....	1	1	.....	1	.....
riveting.....	59	40	.....	8	.....	107	107	.....	107	.....
saddlers'.....	24	14	.....	.....	.....	38	38	.....	38	.....
set.....	.....	2	.....	31	12	45	45	.....	45	.....
shoeing.....	.....	39	.....	39	.....	78	78	.....	78	.....
sledge.....	23	22	.....	9	.....	54	54	.....	54	.....
swedge.....	.....	.....	.....	2	.....	2	2	.....	2	.....
wagon.....	.....	811	.....	109	.....	920	740	180	920	.....
Handcuffs.....	.....	8	.....	.....	.....	8	.....	8	8	.....
Handles, awl.....	126	130	.....	.....	.....	256	131	125	256	.....
axe.....	4	63	.....	13	.....	80	80	.....	80	.....
ambulance.....	150	1,109	.....	.....	.....	1,259	869	390	1,259	.....
broom.....	.....	.....	.....	.....	109	109	109	.....	109	.....
coach.....	.....	700	.....	.....	.....	700	635	65	700	.....
chest.....	.....	115	6	.....	.....	121	18	103	121	.....
flush.....	11	.....	.....	.....	.....	11	.....	11	11	.....
hatchet.....	52	74	.....	.....	.....	126	.....	126	126	.....
Hatchets.....	64	124	40	.....	46	274	274	.....	274	.....
Hardies.....	.....	18	.....	34	.....	52	39	13	52	.....
Harness, cart.....	3	48	.....	.....	26	77	77	.....	77	.....
lead.....	2,251	13,588	.....	.....	2,229	18,068	17,768	300	18,068	.....
wheel.....	1,165	6,866	.....	.....	2,589	10,620	10,378	242	10,620	.....
lead, ambulance.....	.....	178	.....	.....	280	458	458	.....	458	.....

wheel, ambulance	do.	88	1,599	2	11	1,689	1,471	218	1,689	.....
lead, artillery	do.	153	.....	.....	11	164	164	.....	164	.....
wheel, artillery	do.	87	.....	.....	.....	87	58	29	87	.....
Hasps and staples	.....	.....	26	.....	.....	26	.....	26	26	.....
Hooks "S"	.....	1,300	4,550	50	.....	5,918	3,855	2,063	5,918	.....
Horses	.....	1,068	43,460	.....	2,776	47,639	42,675	4,959	47,634	5
saddlers'	.....	8	9	16	10	43	43	.....	43	.....
Hose bits	.....	.....	12	.....	.....	12	.....	12	12	.....
coupling	.....	.....	10	.....	.....	10	.....	10	10	.....
gutta-percha	feet	.....	700	.....	.....	700	516	184	700	.....
pipe	.....	.....	8	.....	.....	8	5	3	8	.....
Howell	.....	1	.....	.....	.....	1	1	.....	1	.....
stocks	.....	.....	.....	1	.....	1	1	.....	1	.....
Hounds, ambulance	.....	.....	6	.....	.....	6	.....	6	6	.....
wagon	.....	50	2,298	.....	.....	2,348	1,125	1,223	2,348	.....
Hubs, carriage	.....	.....	4	.....	.....	4	.....	4	4	.....
wagon	.....	.....	16	4	4	24	24	.....	24	.....
Hay	pounds	9,986	8,925,142	.....	.....	8,935,128	1,292,260	7,642,868	8,935,128	.....
Hammers, pointing	.....	20	6	.....	.....	26	26	.....	26	.....
Hangings, grindstone	.....	.....	8	.....	.....	8	8	.....	8	.....
Hinges, butt	pairs	100	15,904	.....	.....	16,004	2,920	13,084	16,004	.....
coach	do.	.....	24	.....	.....	72	.....	72	72	.....
hasp	do.	250	2,000	.....	.....	2,250	1,496	754	2,250	.....
strap	do.	250	3,250	.....	.....	3,500	2,117	1,383	3,500	.....
T	do.	350	3,200	.....	.....	3,550	640	2,910	3,550	.....
ambulance	do.	.....	.....	.....	.....	72	.....	72	72	.....
Handles, tap	.....	.....	.....	3	.....	3	.....	3	3	.....
Ink, black	bottles	2	6	.....	.....	48	.....	48	48	.....
red	do.	.....	6	.....	.....	24	.....	24	24	.....
Ink-pot	papers	23	3	.....	.....	3	.....	3	3	.....
Inkstands	.....	.....	6	.....	.....	37	17	20	37	.....
India-rubber	.....	.....	.....	6	.....	6	.....	4	4	2
Inshaves	.....	2	.....	.....	.....	2	2	.....	2	.....
Iron, new	pounds	61,228	76,178	.....	.....	137,406	101,054	36,352	137,406	.....
sheet	do.	.....	112	.....	.....	112	.....	112	112	.....
Irons, braiding	.....	11	30	15	.....	56	56	.....	56	.....
clinch	.....	.....	17	23	.....	45	34	11	45	.....
soldering	.....	1	.....	.....	.....	1	.....	1	1	.....
tongue	.....	.....	18	.....	.....	18	.....	18	18	.....
tuyere	.....	42	21	.....	.....	88	43	45	88	.....
jewel			2			2	1	1	2	

A.—Report of quartermasters' stores received, issued, &c.—Continued.

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Jackass	1	1	1	1	1	1	1	1	1	1
Jointers	2	1	1	1	1	1	1	1	1	1
Kegs, ambulance	266	266	1	1	1	268	183	85	263	263
Kettles, camp	1	1	1	1	1	4	2	4	4	4
Knives, backing	1	1	1	1	1	2	2	2	2	2
Knives, butcher	2	2	2	2	2	2	2	2	2	2
drawing	89	39	1	1	12	141	141	126	141	141
farrier	88	206	1	1	1	294	168	1	294	294
palette	2	2	1	1	1	2	1	1	2	2
putty	4	2	1	1	1	6	1	6	6	6
rabetting	32	18	1	1	1	1	1	1	1	1
round	18	33	1	1	1	50	43	7	50	50
shoe	2	2	1	1	1	51	47	4	51	51
straight	29	6	1	1	1	6	6	6	6	6
table	720	174,240	576	1	4	35	218	29	35	35
Knobs, carriage	720	174,240	576	1	4	175,536	218	175,318	175,536	175,536
drawer	72	72	1	1	1	72	24	72	72	72
porcelain	5	5	1	1	1	24	24	24	24	24
Knives, heading	5	5	1	1	1	5	5	5	5	5
Knobs, rim	24	24	1	1	1	24	24	24	24	24
Kettles, tea	3	3	1	1	1	1	1	1	1	1
Laces	1	1	1	1	1	3	3	3	3	3
Ladles	1	1	1	1	1	1	1	1	1	1
Lampblack	30	67	18	1	1	115	76	39	115	115
Lampwick	157	157	1	1	1	157	157	157	157	157
Lamps, kerosene	10	10	1	1	1	15	15	7	15	15
Latches, thumb	123	123	1	1	1	123	26	97	123	123
throat	66	66	1	1	1	211	211	211	211	211

Lanterns.....	20	278	54	352	262	90	352	.....
Laudanum.....	.....	3	8	11	9	2	11	.....
Leather, bag.....	.....	2	.....	2	.....	2	2	.....
bellows.....	.....	32	.....	32	.....	32	32	.....
bridle.....	20½	485½	.....	521	107	414	521	.....
enamelled.....	4	.....	.....	252	.....	252	252	.....
sides.....	660	.....	2,000	8,322	5,049	3,273	8,322	.....
harness.....	.....	5,662	.....	6	6	.....	6	.....
lace.....	.....	6	.....	461	66	395	461	.....
oiled and tanned.....	245	216	.....	78½	.....	78½	78½	.....
patent.....	½	77	.....	1	.....	1	1	.....
sides.....	.....	.....	.....	320	320	.....	320	.....
russet.....	.....	15	305	4	4	.....	4	.....
sweat.....	1	.....	.....	2	1	.....	1	.....
Levels.....	2	.....	.....	45	.....	45	45	.....
Letter presses.....	.....	45	.....	3,535	1,155	2,380	3,535	.....
Lead, black.....	.....	3,285	.....	240	192	48	240	.....
white.....	250	240	.....	40	.....	40	40	.....
Lights, carriage.....	.....	40	.....	236	9	227	236	.....
glazed.....	.....	236	.....	50	.....	50	50	.....
Lime.....	.....	50	.....	168	.....	39	168	.....
chloride.....	26	106	.....	106	129	.....	106	.....
Lines, chalk.....	15	91	.....	194	106	.....	194	.....
four-horse.....	2	136	56	3,633	189	5	3,633	.....
two-horse.....	566	2,882	185	1	3,633	.....	1	.....
lead.....	1	.....	.....	2	.....	1	2	.....
rough.....	.....	.....	.....	7	1	7	7	.....
tape.....	.....	.....	.....	2	.....	2	2	.....
Liniment, Cherokee.....	.....	7	.....	25,272	14,578	10,694	25,272	.....
bottles.....	.....	2	.....	25	26	5	25	.....
Powell's.....	3,000	22,272	.....	402	47	355	402	.....
do.....	.....	25	.....	11	.....	11	11	.....
Links, open.....	.....	372	3	24	14	10	24	.....
Litharge.....	30	8	.....	9	5	4	9	.....
Locks, chest.....	.....	9	.....	365	151	214	365	.....
desk.....	182	183	.....	187	5	182	187	.....
drawer.....	.....	186	1	24,705	22,000	2,705	24,705	.....
knob.....	.....	16,705	.....	3,000	.....	3,000	3,000	.....
pad.....	8,000	3,000	.....	31,312	15,500	15,812	31,312	.....
till.....	14,000	17,312	.....	84,321	37,325	47,196	84,321	.....
Lumber, ash.....	.....	663,726	.....	671,726	160,320	511,406	671,726	.....
cherry.....	.....	.....	.....	.....	.....	.....	.....	.....
hickory.....	.....	.....	.....	.....	.....	.....	.....	.....
oak.....	.....	.....	.....	.....	.....	.....	.....	.....
pine.....	8,000							

A.—Report of quartermasters' stores received, issued, &c.—Continued.

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Lumber, poplar.....feet..	2,000	75,000				77,000	10,000	67,000	77,000	
Lunar, caustic.....		22½			2½	25	25		25	
Locks, rim.....		7	24			31		31	31	
Leather, collar.....feet..			97			97		97	97	
oiled and tanned.....sides..					3	3	3		3	
Lines, cart.....				6		6	6		6	
Mallets.....	40				36	76	76		76	
Mandrill.....					1	1	1		1	
Martingales.....	6	245		188		439	439		439	
Mat, cocoa.....			1			1	1		1	
Matting.....yards..	120		132			252	90	162	252	
Mattocks.....				1	5	6	6		6	
Mess kits.....	24					24		24	24	
Mill, paint.....	1					1	1		1	
Mops.....		12				12	12		12	
Mucilage.....bottle..			1			1		1	1	
Mule-stock.....	1					1	1		1	
Muslin.....yards..	1	5				5		5	5	
Muller.....						1	1		1	
Machine, mowing.....					1	1	1		1	
Mules.....	1,688	20,667	6		1,982	24,343	23,204	1,138	24,342	1
Nails, bellows'.....pounds..		12				12		12	12	
clout.....do.....		110				110	83	27	110	
cut.....do.....	5,700	43,250	5,100			54,050	13,290	40,760	54,050	
finishing.....papers..	41	692	12			745	31	714	745	
horse and mule shoe...pounds..	600	17,392				17,992	4,775	13,217	17,992	

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A.—Report of quartermasters' stores received, issued, &c.—Continued.

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Paper-folders.....	7		4			11			8	3
weight.....	1					1	1		1	
Parametta.....	1		214			215		215	215	
Paulins.....	77	100			12	189	161	28	189	
Pencils, carpenters'.....	764	1,728				2,492	1,704	788	2,492	
lead.....	24	54	186			264		251	251	13
sable.....		6				6		6	6	
striping.....		6				6		6	6	
Pens, quill.....						5		5	5	
steel.....	3	7	30			40		37	37	3
gross.....	51		72			123		123	123	
Penholders.....	4	2			1	7	1	6	7	
Picks.....		75			93	168	168		168	
Pipes, iron.....		2,547				2,547	2,085	462	2,547	
stove.....					27	27	27		27	
trace.....						3	2	1	3	
Pins, escutcheon.....	1	2				3	1,800		3	
linch.....	100	2,775		380		3,255		1,455	3,255	
picket.....	2					2		2	2	
Pincers.....	44	60		31		135	135		135	
Planes, assorted.....	278	239	74		31	622	622		622	
Plaster, adhesive.....		1				1		1	1	
Pliers.....	20	17			2	39	35	4	39	
Plates, rocker.....		10				10		10	10	
screw.....	1	11				12	1	11	12	
stencil.....	1					1		1	1	
tin.....	10	6				16	6	10	16	

	75	2,371 816	2	4				2,446 816	1,422 739	1,024 77	2,446 816	2	
Poles, coupling ridge and spears	1	2											
Pots, glue iron		3							5			5	
tin		18							8			8	
Pritchels	17	8							18			18	
Prussian blue	150	55			9				34			34	
Pumice-stone	15	70							30	180		210	
Pokers, fire	8								60	25		85	
Punches, assorted	46	101			8				17			17	
nail	39	1			183				330			330	
spring	26	37							40			40	
barrels		150							65			65	
Pitch									90	60		150	
Rakes, B. S.	1								1			1	
yard	2				12				13	1		14	
Rasps	268	482							639	291		930	
Rattinet		100								100		100	
Reamers	49	10							59			59	
Red flannel		11								11		11	
Reflectors		1							1			1	
Reducing-sockets		2								2		2	
Reins, check	6	442			129				577			577	
Rings, assorted	144	442			78				3,110	200		3,310	
flush	34	84							54	64		118	
open	1,175	5,359			910				6,007	1,437		7,444	
Rope	2,906	30,691							11,246	22,351		33,597	
do		2							15	1		16	
Rosin		20								35		35	
Rose pink	15	8			3				13	4		17	
Rounders													
Rivets and bars, copper	12	1164							54	764		1304	
iron	172	100			936				1,208			1,208	
do		1							4			4	
Rivet-sets													
Rubber, bands				24						24		24	
Rules	77	101		24					91	111		202	
Rulers	12	2								14		14	
Sacks, grain	2,631	81,258								53,692		83,889	
Saddles, ambulance												1	
artillery		7							1			7	
cart									12			12	
pack		1,121							1,164			1,176	

window																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
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A.—Report of quartermasters' stores received, issued, &c.—Continued.

Articles.	On hand July 1, 1864.	Received from officers during the year ending June 30, 1865.	Purchased during the year ending June 30, 1865.	Manufactured during the year ending June 30, 1865.	Captured, gained, and taken up during the year ending June 30, 1865.	Total.	Issued and transferred during the year ending June 30, 1865.	Sold, lost, died, expended, &c., during the year ending June 30, 1865.	Total.	On hand June 30, 1865.
Sprinklers	65	193	8			8	271	8	271	
Squares, iron steel trying	73	2		5		7	130		130	
Stamp, leather		31	20			1	1		1	
Stakes, pointing	15	1				16	11	5	16	
Staples, bow	3,000	13,243				16,243	5,416	10,827	16,243	
Steel	1,608	4,272	118			5,998	237	5,761	5,998	
Sticks, jockey spreader	336	1,709		268		2,313	2,213		2,313	
Steam saw-mill		4		116		120	116	4	120	
Stirrups, iron		1				1	1		1	
wood do.	6	61			10	10	10		10	
Stocks and dies	13	5	4		3	25	414	254	67	
Stools, camp						6	25		25	
Stones, grind		16	3			25	6		6	
oil	66	25	32		6	123	25		25	
paint	1					1	99	24	123	
whet	4	26				30	1		1	
Straw		948,065				948,065	26	4	30	
Stretchers	4					4	139,739	808,326	948,065	
Stoves, box		12			3	15	4		4	
cook		6			2	8	15		15	
hospital		361			3	364	359	5	364	
office	1	3				4	4		4	
Straps, back		50				50		50	50	

[illegible]

A.—Report of quartermasters' stores received, issued, &c.—Continued.

Articles.	On hand July 1, 1864.	Received from officers during the year ending June 30, 1865.	Purchased during the year ending June 30, 1865.	Manufactured during the year ending June 30, 1865.	Captured, gained, and taken up during the year ending June 30, 1865.	Total.	Issued and transferred during the year ending June 30, 1865.	Sold, lost, died, expended, &c., during the year ending June 30, 1865.	Total.	On hand June 30, 1865.
Tools, parting.	.....	.....	2	.....	.....	2	.....	.....	.....	.....
saddlers' sets.	.....	3	.....	.....	.....	3	.....	.....	.....	.....
sash.	.....	30	.....	.....	.....	30	.....	.....	.....	.....
Tongues, ambulance.	.....	238	.....	.....	.....	238	.....	.....	.....	.....
carriage.	.....	.....	.....	1	.....	1	.....	.....	.....	.....
wagon.	.....	4,627	.....	.....	.....	4,627	.....	.....	.....	.....
Trees, double.	191	1,232	.....	.....	.....	4,818	3,288	1,530	4,818	.....
single.	44	3,531	.....	354	.....	1,630	1,488	142	1,630	.....
saddle.	173	7	18	158	.....	3,862	3,545	317	3,862	.....
Trowel.	.....	.....	.....	.....	749	774	774	.....	774	.....
Twine.	1	.....	.....	.....	.....	1	.....	.....	.....	.....
Trucks, railroad.	.....	25	.....	.....	.....	25	3	22	25	.....
warehouse.	.....	4	.....	.....	.....	4	4	.....	4	.....
Ticklers.	.....	10	.....	.....	4	14	14	.....	14	.....
Tongs gas-fitters'.	20	9	.....	.....	.....	29	23	6	29	.....
Tools, swedge.	.....	5	.....	.....	.....	5	.....	5	5	.....
Umber.	.....	.....	.....	108	.....	108	108	.....	108	.....
Union.	.....	10	.....	.....	.....	10	10	.....	10	.....
Vandyke, brown.	.....	1	.....	.....	.....	1	1	.....	1	.....
Varnish, body.	.....	5	.....	.....	.....	5	.....	5	5	.....
copal.	.....	50	.....	.....	.....	50	.....	.....	50	.....
Japan.	20	6	.....	.....	.....	26	10	40	26	.....
Venetian, red.	15	47	.....	.....	.....	62	11	24	62	.....
Vermillion, American.	150	100	.....	.....	25	275	125	150	275	.....
Chinese.	20	40	.....	.....	.....	60	30	30	60	.....
Vials.	.....	35	.....	.....	.....	35	24	11	35	.....
Vials and corks.	.....	9	.....	.....	.....	9	.....	9	9	.....
	.....	40	.....	.....	.....	40	12	28	40	.....

[illegible]

Tent poles, hospital.....sets.....	26	1,200	.....	.....	122	1,348	1,344	4	1,348	.....
Tents, shelter.....	.....	38	.....	.....	.....	38	23	15	38	.....
Sibley.....	14	2	.....	.....	16	32	29	3	32	.....
Tripods, Sibley tent.....	25	.....	.....	.....	.....	25	15	10	25	.....
Tents, store.....	2	.....	.....	.....	.....	2	2	.....	2	.....
Tent flies, store.....	2	.....	.....	.....	.....	2	2	.....	2	.....
Tent poles, store.....sets.....	2	.....	.....	.....	.....	2	2	.....	2	.....
Tents, wall.....	79	68	.....	.....	25	172	157	15	172	.....
Tent flies, wall.....	51	68	.....	.....	30	149	146	3	149	.....
Tent poles, wall.....sets.....	101	69	.....	.....	.....	170	154	16	170	.....
Sibley.....	30	.....	.....	.....	.....	30	14	16	30	.....

SUPPLEMENTARY STATEMENT

G.—*Report of labor performed and public animals shod in government shops; unserviceable property received from rebel armies; animals recruited; animals, wagons, and ambulances sold at public auction; animals, wagons, and ambulances received and issued at depot of repairs, armies lately operating against Richmond, Virginia, under direction of Brevet Lieutenant Colonel E. J. Strang, assistant quartermaster United States volunteers in the field, during the year ending on the 30th of June, 1865.*

Name and organization.	Repaired.		Animals shod.		Received from rebel army, unserviceable.				Sold at public auction, unserviceable.				Unserviceable animals recruited.	
	Wagons.	Ambulances.	Horses.	Mules.	Horses.	Mules.	Wagons.	Ambulances.	Horses.	Mules.	Wagons.	Ambulances.	Horses.	Mules.
Second army corps.....	428	230	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Fifth army corps.....	225	173	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Sixth army corps.....	228	351	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ninth army corps.....	319	411	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Twenty-fourth army corps.....	333	184	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Twenty-fifth army corps.....	256	209	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cavalry corps.....	338	255	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Depot and detachments.....	1,526	601	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Army of the James.....	.....	.....	3,612	6,620	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Army of the Potomac.....	.....	.....	16,006	25,006	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Surrendered property.....	.....	.....	.....	.....	400	1,300	101	90	.....	.....	.....	.....	.....	.....
Recruited.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3,970	5,973
Sold at auction.....	.....	.....	.....	.....	.....	.....	.....	.....	1,746	993	67	89	.....	.....
Total.....	3,653	2,414	19,618	31,626	400	1,300	101	90	1,746	993	67	89	3,970	5,973

Received from and issued to officers during the year.

From whom received and to whom issued.	RECEIVED.								ISSUED							
	Serviceable.				Unserviceable.				Serviceable.				Unserviceable.			
	Horses.	Mules.	Wagons.	Ambulances.	Horses.	Mules.	Wagons.	Ambulances.	Horses.	Mules.	Wagons.	Ambulances.	Horses.	Mules.	Wagons.	Ambulances.
Army of the James.....	.....	.....	.....	.....	4,040	2,374	488	44	10,668	9,613	777	183	1,208	206	72	12
Army of the Potomac.....	841	1,427	306	53	12,304	7,410	906	251	16,378	7,253	421	171	1,746	.....	.....	32
Bvt. Col. C. H. Tompkins, a. q. m.....	2,693	9,466	130	.....	.....	.....	.....	.....	340	2,025	417	16	1,619	4,107	671	24
Captain L. L. Moore, a. q. m.....	11,904	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	8,571	.....	.....	.....
Captain G. T. Brown- ing, a. q. m.....	11,678	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2,145	.....	.....	.....
Total.....	27,116	10,893	436	53	16,344	9,784	1,394	295	27,386	18,891	1,615	370	15,289	4,313	743	68

Total received—horses, 43,460; mules, 20,667; wagons, 1,830; ambulances, 338. Total issued—horses, 42,675; mules, 23,204; wagons, 2,358; ambulances, 438.

NOTE.—The above table shows only the property receipted for and invoiced during the year.

A true copy:

JOHN V. FUREY
Captain and Assistant Quartermaster.

No. 112.

DEPOT QUARTERMASTER'S OFFICE,
Fort Leavenworth, Kansas, September 22, 1865.

GENERAL: I have the honor to transmit herewith my annual report for the fiscal year ending June 30, 1865, accompanied by a narrative report, as required by General Orders No. 39, Quartermaster General's office, of July, 1865.

Very respectfully, your obedient servant,

J. A. POTTER,
Colonel and Quartermaster.

Brevet Major General M. C. MEIGS,
Quartermaster General United States Army.

A true copy :

JOHN V. FUREY,
Captain and Assistant Quartermaster.

DEPOT QUARTERMASTER'S OFFICE,
Fort Leavenworth, Kansas, September 15, 1865.

GENERAL: I have the honor to present herewith my annual report for the year ending on the 30th day of June, 1865. Since the date of my last annual report, mailed to the department on the 30th day of September, 1864, and up to the time of being relieved at Chicago, Illinois, my duties there were mostly of a supervising character, retaining in my hands the disbursements of transportation by rail, &c. The officers at said depot, acting under my directions, were as follows: Captain J. M. Bradshaw, assistant quartermaster, purchase of horses, mules, &c.; Captain Charles Goodman, assistant quartermaster, in charge of Camp Douglas, Camp Fry, and disbursements appertaining thereto; Captain L. W. Shepherd, assistant quartermaster, miscellaneous business; Captain J. C. Barber, assistant quartermaster, transportation on passes.

The annual reports of these officers will show the amounts and extent of their operations, and would have been sent with this, but as I was relieved early in January, 1865, and ordered to Fort Leavenworth, Kansas, they have not been sent to me. I assumed the duties of this depot, Fort Leavenworth, February 1, 1865, relieving Captain Henry C. Hodges, assistant quartermaster United States army, and on the 10th February was directed by Special Order No. 41, headquarters department of the Missouri, to assume the duties of chief quartermaster of the district of country embraced in the late department of Kansas. These duties, and those of depot quartermaster, I have continued to discharge up to the present time.

GENERAL REMARKS.

Upon my arrival here I found a state of affairs existing of which I had no previous conception. Major General Curtis was in command, with Captain M. H. Insley as chief quartermaster of the department, who was also the depot quartermaster at Fort Scott. For some reason all the certified accounts of the department were being paid by Captain Hodges, the depot quartermaster, instead of the chief quartermaster, to whom such payments properly belonged. Stories of immense frauds were rife, and it was with the utmost care that any fixed data could be found to determine the status of a large number of vouchers afloat, and settle upon the mode and manner of payment. Great complaints had been made that certain parties and districts had been deprived of their fair proportion of the funds sent out for the purpose of settling the indebtedness.

I adopted the rule of paying a certain percentage to all claimants, until each specified amount furnished was exhausted. This plan seemed to work equal justice to all the parties interested, and soon, by the timely remittances from Washington, the greater part of this floating indebtedness was liquidated. Many of these vouchers were informal, and issued by officers temporarily placed on duty as acting assistant quartermasters, and a just and fair discrimination has been exercised, to the best of my ability, to pay none but legitimate expenditures. The disbursements have been large, as will be seen by the statements.

The matter of transportation has been a subject of much study on my part, as all the supplies for the vast region of country from Utah, on the northern route, and Santa Fé, on the southern route, with all intermediate posts, have to be supplied from this depot.

From all the information I have been able to collect, from observation and other sources, I am compelled to say that I think the system of contracting freight is erroneous; that the delays, damages, &c., arising from the careless mode of shipment and want of proper care, will be in a great measure avoided by using nothing but government trains. It is not a sufficient compensation to the government that the contractor is obliged to pay for the articles lost or damaged in transit, for it often happens that the articles most needed for immediate service are wanting. In scarcely any instance have any articles been missing from our own trains. Time, also being an important element in the shipment of supplies, is saved by the greater rapidity of the government trains. The contractors are only bound to get all the stores through by a certain date in the fall. No contract should be made unless it has an ample though fixed time for the delivery, dating from the day of shipment. The large accumulation of stock at this depot, teams and wagons, will enable us to send forward, at all times, stores as they may be needed. From the above and many other reasons not necessary now to relate, I am decidedly in favor of the government doing its own transportation, except in special cases. At such times the depot quartermaster can always hire trains at special rates, not exceeding the present contract rates.

From present appearances the great point of departure for trains another season will be Fort Riley, or that vicinity. The Union Pacific railroad will be completed to that point, I am assured, by May next. It will be much cheaper for the department to pay transportation direct to Fort Riley, and send across from that point to Kearney, than to ship from Leavenworth. If good progress is made in the railroad from Omaha west, that will be the route for all goods destined for the northern line of posts, via Julesburg and Halleck, while the goods for Denver, Salt Lake, and Santa Fé should go via Riley; those destined for Denver and Utah via the Butterfield route, and those for Santa Fé by the old Santa Fé trail.

The depot of Fort Leavenworth will always be of great importance as the base of distribution for the supplies for all western posts. From time to time extensive warehouses have been erected, which, although now crowded to their utmost capacity by the large overstock on hand, and the accumulation from the breaking up of other posts, will, under all ordinary circumstances, be sufficient for the department. At present we are obliged to put up temporary sheds for the extra store room needed.

Water-works have been ordered for the supply of the post and depot, and will be erected during the winter.

A large amount of timber on that part of the government reserve east of the Missouri river will be made available for use as soon as the steam mills now ordered are put into operation. The improved farms have yielded well this year, and will be a source of profit to the department.

I cannot too strongly urge upon the department the necessity for watching

with the utmost care, and preventing by timely remonstrance all attempts on the part of scheming politicians to get the reserved lands into market for the purpose of speculation. No one not perfectly well acquainted can estimate its value. I need not extend this report, as the merits and extent of operations at Fort Leavenworth are too well known to need comment.

Respectfully submitted:

J. A. POTTER,
Colonel and Quartermaster.

Brevet Major General M. C. MEIGS,
Quartermaster General United States Army.

A true copy:

JOHN V. FUREY,
Captain and Assistant Quartermaster.

Statement of moneys received, expended, transferred, and remaining on hand for the fiscal year ending on the 30th day of June, 1865, by Colonel Joseph A. Potter, quartermaster at Chicago, Illinois, and Fort Leavenworth, Kansas.

On hand July 1, 1864.....	\$281,032 42
Received from officers during the year.....	35,364 80
Received from the Treasury Department during the year.....	8,638,432 67
Received from the sales of property and other sources during the year.....	113,479 88

Total.....	9,068,309 77
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Expended during the year.....	\$4,940,375 16
Transferred to officers during the year.....	1,117,295 02
Remaining on hand June 30, 1865.....	3,010,639 59

Total.....	9,068,309 77
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The balance on hand is deposited as follows:

At Washington, with Treasurer of United States.....	\$585,227 08
At New York, with assistant treasurer of United States.....	2,199,152 52
At Philadelphia, with First National Bank.....	50,295 92
At Chicago, Illinois, with deputy depositary of United States,	6,445 59
At Leavenworth City, with First National Bank.....	16,212 50
Treasury notes in vaults.....	153,305 98

Balance.....	3,010,639 59
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Certified that the foregoing statement is correct.

J. A. POTTER,
Colonel and Quartermaster.

A true copy:

JOHN V. FUREY,
Captain and Assistant Quartermaster.

No. 113.

OFFICE ASSISTANT QUARTERMASTER,

Winchester, Virginia, August 15, 1865.

GENERAL: In compliance with General Order No. 39, Quartermaster General's office, dated July 1, 1865, I have the honor to submit the following personal narrative of my services since July 1, 1864, accompanied by statements required therein.

On the 1st of July, 1864, I was on duty at City Point, Virginia, assisting Captain P. P. Pitkin, assistant quartermaster and depot quartermaster at that point. On the 11th day of July I was assigned to duty as chief quartermaster cavalry corps, army of the Potomac, by command of Lieutenant General Grant; entered immediately on duty as ordered; shipped the first and third division cavalry corps on board transports for Washington, District of Columbia, and was soon after ordered by General Sheridan, commanding, to join him at Harper's Ferry, Virginia. The order being approved by Lieutenant General Grant, I immediately proceeded to comply therewith. On my arrival at Harper's Ferry I found General Sheridan's headquarters at Winchester, Virginia. I proceeded to Winchester and reported to General Sheridan, when I was directed to report in person to General Torbert, chief of cavalry, as chief quartermaster of the cavalry middle military division; served in that capacity until the death of Colonel Tolles, chief quartermaster middle military division, which position I retained until the division was dissolved. During my service as chief quartermaster of the cavalry, the battles of the Opequan, of Winchester, and Fisher's Hill, were successfully fought; the cavalry taking a conspicuous part in all these engagements. No transportation or other public property of importance fell into the hands of the enemy. During my service as chief quartermaster of the middle military division, my attention was particularly attracted to the army of the Shenandoah, numbering from 50,000 to 60,000 men. In consequence of the Winchester and Potomac River railroad having been entirely destroyed previously, this large number of men, with some 26,000 animals, had to be supplied by teams from Martinsburg, West Virginia.

It will be seen that it was no small task to properly arrange the running of these large trains so that the army might not at any time be in need of subsistence, forage, or clothing. The large number of cavalry rendered the supply of forage a difficult task, when it is taken into consideration that the army was in no position to be supplied by means of water transports.

The Baltimore and Ohio railroad was our only dependence, and great credit is due to the officers of the road for the manner in which supplies were forwarded, and for the promptness in complying with any demands of the commanding general relative to the movements of troops and supplies. It is also becoming in me to mention the efficiency of the chief quartermaster's department, West Virginia, in supplying the army with forage. I am also indebted to Captain James T. Wray, assistant quartermaster, then depot quartermaster at Martinsburg, for the interest manifested by him in the success of the army in the field, and for the manner in which the quartermaster's department at Martinsburg was conducted by him. His duties were arduous, but were discharged with ability and to my entire satisfaction.

Late in the month of November, 1864, the United States military railroad department succeeded in completing the railroad from Harper's Ferry to Stevenson Station, a point about five miles from Winchester, that being deemed by General Sheridan the most practicable point for the terminus of the road.

Field repair shops were here established under the immediate direction of Captain James T. Wray, assistant quartermaster, who had been ordered here from Martinsburg. These shops were calculated to keep thoroughly in repair

all the wagons and ambulances in the army, and to keep the animals well shod, so that in the spring, an active campaign being contemplated, on close inspection the transportation was found to be in as good condition as any in the field, and fit for any emergency.

It affords me great pleasure to testify to the untiring energy displayed by Mr. O. H. Dorrance, the efficient superintendent of the road; and I can safely say that no effort was left unmade by him to answer promptly the requirements of the army, to be supplied by the road.

This road being completed, the necessity of running large trains from Martinsburg to points in the field (sometimes one hundred miles distant) was obviated, and the transportation of the army was permitted to recuperate. After the successful series of battles in the fall of 1864 in the Shenandoah valley, the veteran and distinguished sixth corps was again sent to the army of the Potomac. This movement was conducted with celerity, and reflects great credit on the military railroad and Baltimore and Ohio Railroad Companies. The trains belonging to the corps, which were in splendid condition, were sent, *via* Frederick city, Maryland, to Washington, District of Columbia. The provisional division of the army was then transferred to the army of the James. No discredit can be attached to any one for the manner in which this movement was conducted. Later in the winter one division of the late 19th army corps was shipped *en route* for Savannah, Georgia, which movement was conducted with ability. That portion of the army of West Virginia, not including the cavalry, was ordered along the Baltimore and Ohio railroad in West Virginia. The army to which my immediate attention was attracted was now composed only of the cavalry—three divisions, numbering about 20,000 men and animals, one division of infantry, about 10,000 men, and six batteries of artillery. The great cavalry expedition under the command of Major General Sheridan was now fitted out, and on the 27th day of February started for the army of the Potomac. All are conversant with the success which attended this expedition. The supply train of this command was sent to Washington. Soon after this expedition started, Major General Hancock being in command, four regiments of his 1st army corps were sent to this army. They were followed by troops from Ohio and Indiana—one-year volunteers, numbering some 15,000. The fall of Richmond and the surrender of the different armies of the rebellion having followed the united efforts of our commanding general, the anxiety for the success of our armies soon abated, and soon the mustering out of the troops comprising the army commenced. Every effort has been put forth since that time to curtail the expenses, and on the 30th of June, 1865, the army of the Shenandoah numbered only 15,000 men, for the most part made up of infantry from the western States, five regiments of cavalry, and five batteries of artillery.

I have been closely identified with this army since July, 1864, and it affords me great pleasure to say that I know of no officer of the quartermaster's department in this army but that has rendered me every assistance in the discharge of my duties.

Having discharged my duties to the satisfaction of the commanding general, (as will be seen by General Sherman's letter,) I sincerely trust that the same will meet with the approval of the department.

I am, general, very respectfully, your most obedient servant,

HENRY PAGE,

Lieut. Colonel and Q. M. U. S. Volunteers.

Major General M. C. MEIGS,

Quartermaster General U. S. A., Washington, D. C.

A true copy:

JOHN V. FUREY,

Captain and Assistant Quartermaster.

Statement of public moneys for the fiscal year ending June 30, 1865, by Lieutenant Colonel Henry Page, quartermaster United States volunteers.

On hand July 1, 1864	\$1,304 61
Received from officers during the year.....	52,207 40
Received from Treasury Department.....	254,700 00
Received from sales of property and other sources..	276 85
Total	\$308,488 86
Expended during the year.....	19,104 86
Transferred to other officers during the year.....	267,287 88
Remaining on hand June 30, 1865.....	22,096 12
Total	308,488 86

The balance on hand, \$22,096 12, is deposited as follows:

In United States treasury, Washington, D. C	\$2,652 97
In National Bank of Metropolis	19,220 00
In iron safe in my office.....	223 15

HENRY PAGE,

Lieut. Col. and Quartermaster U. S. Vols.

A true copy:

JOHN V. FUREY,

Captain and Assistant Quartermaster.

No. 114.

MILITARY DIVISION OF THE TENNESSEE,
QUARTERMASTER'S OFFICE UNITED STATES MILITARY RAILROADS,
Nashville, Tennessee, October 18, 1865.

GENERAL: I have the honor to transmit herewith my annual report for the fiscal year ending June 30, 1865.

Very respectfully, your obedient servant,

F. J. CRILLY,

*Captain and A. Q. M. U. S. A., Chief Quartermaster
U. S. Mil. R. R. Military Division of the Tennessee.*

Major General M. C. MEIGS,

Quartermaster General U. S. A., Washington, D. C.

A true copy:

ALEXANDER BLISS,

Brevet Colonel and Assistant Quartermaster.

Recapitulation of papers enclosed.

1. Personal report.
2. Statement of quartermasters' property.
3. Statement of clothing, camp and garrison equipage.
4. Statement of public moneys.
5. Statement of amount paid for transportation by rail, river, and wagon.
6. Statement of amount paid for transportation by ocean and lake.
7. Copy of a communication addressed by myself to Brevet Major General

J. L. Donaldson, chief quartermaster military division of the Tennessee, relative to expense of running military railroads in this division for the month of July, 1865.

8. Copy of an order received from Brevet Brigadier General D. C. McCallum, director and general manager United States military railroads, to furnish full statistics of the operations of this department.

9. Statement of amounts of monthly pay-rolls of the United States military railroads, military division of the Mississippi, from November 1, 1863, to January 31, 1864, inclusive, under the direction of J. B. Anderson, general manager.

10. Statement of amount of vouchers audited for material furnished United States military railroads, division of the Mississippi, from November 1, 1863, to February 7, 1864, inclusive, under the direction of J. B. Anderson, general manager.

11. Amount of vouchers audited from February 8, 1864, to June 30, 1865, inclusive, under the direction of Brevet Brigadier General D. C. McCallum, director and general manager United States military railroads.

12. Report of men hired by J. B. Anderson, general manager United States military railroads, division of the Mississippi, from November 1, 1863, to January 31, 1864, inclusive.

13. Report of men hired by Brevet Brigadier General D. C. McCallum, director and general manager United States military railroads, from February 1, 1864, to June 30, 1865, inclusive.

14. Statement of amounts of monthly pay-rolls of United States military railroads, division of the Tennessee, audited in 1864 and 1865.

15. Earnings of the United States military railroads, division of the Mississippi, from November 1, 1863, to December 31, 1864, inclusive.

MILITARY DIVISION OF THE TENNESSEE,
QUARTERMASTER'S OFFICE UNITED STATES MILITARY RAILROADS,
Nashville, Tennessee, August 22, 1865.

GENERAL: I have the honor to report, in accordance with General Orders No. 39, Quartermaster General's office, dated Washington, D. C., July 1, 1865, as follows:

During the fiscal year ending June 30, 1865, I was on duty in New York city until October 31, as purchasing and disbursing quartermaster. On being relieved from duty there I was directed, by orders from the Adjutant General's office, to report to the commanding general and chief quartermaster military division of the Mississippi for assignment. I proceeded as far as Calhoun, Georgia, to report to General Sherman, who had just started on his march to Savannah; communication being cut off, I reported to Major General Thomas, commanding in General Sherman's absence. On the 10th of December I was directed to relieve Colonel J. C. Crane and Captain A. R. Eddy of all duties connected with the United States military railroads in the military division of the Mississippi, which duties I have performed to the present time, station being Nashville, Tennessee.

I forward herewith a statement, form A, of all the articles of quartermasters' property which have come into my possession during the year while on duty with the military railroads. The report of property purchased, &c., in New York city, will be forwarded by General S. Van Vliet, who will make an annual statement of all the quartermasters' property for the New York depot.

I also forward form B, containing statement of all articles of camp and garrison equipage received by me.

My statement of public money is also appended, together with the amount paid for transportation by rail, river, stage, and wagon, other than government

wagons. A statement of the amount paid for transportation by ocean and lake, form C C, is appended. The nature of my duties not requiring me to furnish transportation of any kind, I therefore make no report for form D.

My statement, as per form S, of chartered vessels, &c., will be included in the annual report of General S. Van Vliet, who will report all the vessels chartered at New York city.

The other reports called for I am, in consequence of the nature of my duties, unable to make. I attach a copy of order from General D. C. McCallum directing that a report be made of the operations of the quartermaster's department of the United States military railroads from the commencement of the war.

I have the honor to state that there were no records left in this office by my predecessor, or any data from which I could furnish anything reliable.

The accompanying statements are obtained from the auditor of military railroads, and contain all the information it is possible for me to furnish.

I presume the annual report of Colonel J. C. Crane will furnish the statements of the disbursements for the first half of the fiscal year. It may not be out of place here to state what are the duties of the quartermaster on duty with military railroads. The organization consists of one chief quartermaster, stationed at Nashville, with one assistant quartermaster; one assistant quartermaster stationed at Chattanooga, Tennessee, and one assistant quartermaster stationed at Memphis. Captain S. R. Hamill, assistant quartermaster, is stationed at Nashville, and is responsible for all the property on the Nashville and Chattanooga, Nashville and Northwestern, Nashville and Decatur, and on the Memphis and Charleston railroad from Decatur to Stevenson, Alabama; total number of miles, four hundred and twenty-nine. He has also charge of the general supply store at Nashville, and of the lumber yard, property, saw-mills, and means of transportation of the quartermaster's department.

The rolls of the road above mentioned are made out and certified to by the general superintendent of military railroads, and after being audited and approved by the general manager or chief engineer, in accordance with orders of the War Department, are paid by the chief quartermaster at Nashville.

Captain W. R. Hopkins, assistant quartermaster, is stationed at Chattanooga, Tennessee, and is responsible for all the property on the Chattanooga and Knoxville, Chattanooga and Atlanta, and East Tennessee and Virginia railroads; total number of miles, three hundred and seventy-eight. Chattanooga being so remote from the auditor's office, and it being impossible for the general manager to visit there monthly, the rolls are made out and certified to by Captain Hopkins; otherwise, no vouchers could be issued to discharged employes unless the general manager or chief superintendent was present.

Captain John Parks, assistant quartermaster, is stationed at Memphis, Tennessee, and is responsible for all property on the Memphis and Charleston and Mobile and Ohio railroads, so far as operated in that part of the State, and for the property on the Memphis and Little Rock railroad. The rolls for employes of these roads are made out and paid by the quartermaster, for the same reason as at Chattanooga. The consolidated rolls, form No. 2, at both places, are, however, sent to Nashville for audit and approval of the general manager.

Stores are purchased and supplied by the quartermaster on requisition of the general superintendent and chief engineer of the roads.

The question of property responsibility has always been the most difficult matter to arrange owing to the peculiar organization of the military railroad service. In this military division it is organized under the direction of a general superintendent, who has charge of everything relative to transportation and repairs, and a chief engineer in charge of construction. Each was independent of the other, and the quartermaster independent of both, except so far as filling requisitions for supplies and paying the employes.

The mingling of civil and military officials, without any precedent or regulation to govern anomalous cases that constantly arise, would naturally produce collisions of authority, unless all parties worked with the proper spirit, and yielded questions of rank and precedence to the more important one of emergencies of service. Fortunately this was the case except in one instance, when the bad temper of one official produced so much bad feeling and annoyance that his resignation was promptly accepted by the general manager. It will be seen, therefore, that the property, although on the returns of the quartermasters, is all in the hands of the officers of the railroad service, who are no ways responsible to him. During the period that Mr. E. L. Wentz was superintendent he completely ignored the authority of the quartermaster, and prohibited any reports being made of the loss or destruction of property. The consequence was that the officer responsible, Captain G. H. Clemens, assistant quartermaster, on being ordered to be relieved, could not find a tithe of the property his papers called for, and was so involved that a board of survey is now in session, convened by order of Major General Thomas, to investigate the cause of his large deficiency, and fix the responsibility.

A system of reports is now instituted by which the quartermaster is kept advised of the condition of property, and affidavits are furnished for all lost or destroyed, which I believe will effect a more prompt rendition of returns than could be previously obtained.

Owing to the nature of the service, in an enemy's country, but few accurate statistics could be kept of the number of troops or amount of freight transported. Whole corps and even armies have been frequently transported back and forth in the same week from one end of the military division to the other, on cars of every description, almost in presence of the enemy, so that it was impossible to keep any record of it.

I was directed by Brevet Major General J. L. Donaldson, chief quartermaster military division of the Tennessee, to prepare an estimate of the expenses of the road for the month of July, compared with the receipts and amount chargeable on account of general transportation, a copy of which is appended.

I have examined this report since and believe it to be very nearly correct.

Since writing the foregoing reports all the roads operated by the United States, with the exception of the Memphis and Little Rock railroad, have been turned over to their respective companies on the following dates, viz :

East Tennessee and Virginia railroad, August 28, 1865 ; East Tennessee and Georgia railroad, August 28, 1865 ; Rogersville and Jefferson railroad, August 28, 1865 ; Memphis and Charleston railroad, (from Stevenson to Decatur,) September 1, 1865 ; Memphis and Charleston railroad, (from Memphis to Corinth,) September 12, 1865 ; Nashville and Decatur railroad line, September 15, 1865 ; Nashville and Chattanooga railroad, September 15, 1865 ; Edgefield and Kentucky railroad, September 23, 1865 ; Louisville, Clarksville and Memphis railroad, ———, 1865 ; Nashville and Northwestern railroad, September 1, 1865 ; Western and Atlantic railroad, September 25, 1865 ; Mobile and Ohio railroad, August 25, 1865.

The roads are now being operated by the companies, the rolling stock being sold to them by the United States on credit.

It will probably take until the first of January next for the different quartermasters in charge of property to close up the business and render the necessary returns.

Very respectfully, your obedient servant,

F. J. CRILLY,

Captain and A. Q. M. U. S. A., Acting Chief Q. M.

U. S. Mil. R. R., Mil. Div. of the Tennessee.

Major General M. C. MEIGS,

Quartermaster General U. S. A., Washington, D. C.

Statement of quartermasters' property for the fiscal year ending June 30, 1865, by Captain F. J. Crilly, assistant quartermaster
United States army.

Articles.	On hand December 1, 1864.	Received from officers during the year ending June 30, 1865.	Purchased during the year ending June 30, 1865.	Manufactured during the year ending June 30, 1865.	Captured, gained, taken up, &c., during the year ending June 30, 1865.	Total.	Issued and transferred during the year ending June 30, 1865.	Sold, died, lost, or expended during the year ending June 30, 1865.	Total.	On hand June 30, 1865.
Ammonia.....			1	.....	.....	1	.....	.....	.....	.....
Axes, broad.....		20	.....	.....	.....	20	.....	.....	.....	.....
Axes.....		240	.....	.....	.....	240	.....	.....	.....	.....
Axles, car.....				80,763	.....	80,763	.....	.....	.....	.....
Alcohol.....			217	.....	.....	217	.....	.....	.....	.....
Alum.....			100	.....	.....	100	.....	.....	.....	.....
Books, blank.....		16	.....	.....	.....	16	.....	.....	.....	.....
memorandum.....		12	.....	.....	.....	12	.....	.....	.....	.....
shipping.....		12	.....	.....	.....	12	.....	.....	.....	.....
Bricks.....		15,500	389,000	.....	.....	404,500	.....	389,000	404,500	.....
Books, cash.....		1	.....	.....	.....	1	.....	.....	.....	.....
Blanks, quartermasters'.....		1,469	.....	1,778	.....	3,247	.....	868	3,247	.....
Barrels.....		300	34	.....	.....	334	.....	300	334	.....
Books, blank, 2-quire.....		3	.....	.....	.....	3	.....	3	3	.....
3-quire.....		3	100	.....	.....	103	.....	3	103	.....
4-quire.....		3	100	.....	.....	103	.....	3	103	.....
6-quire.....		15	.....	.....	.....	15	.....	12	12	.....
order.....		3	.....	.....	.....	3	.....	.....	.....	3
letter copying.....		13	.....	.....	.....	13	.....	.....	.....	.....
index.....		1	.....	.....	.....	1	.....	.....	.....	.....
Boards, roof.....			44,350	.....	.....	44,350	.....	44,350	44,350	.....
oak.....			123,828	57,592	.....	181,420	.....	115,912	181,420	.....
Bricks, fire.....		10,000	33,000	.....	.....	43,000	.....	.....	43,000	.....
soap, fire.....			2,000	.....	.....	2,000	.....	.....	2,000	.....
split, fire.....			3,000	.....	.....	3,000	.....	.....	3,000	.....
key.....			1,000	.....	.....	1,000	.....	.....	1,000	.....

[illegible]

Statement of quartermasters' property, &c.—Continued.

Articles.	On hand December 1, 1864.	Received from officers during the year ending June 30, 1865.	Purchased during the year ending June 30, 1865.	Manufactured during the year ending June 30, 1865.	Captured, gained, taken up, &c., during the year ending June 30, 1865.	Total.	Issued and transferred during the year ending June 30, 1865.	Sold, died, lost, or expended, during the year ending June 30, 1865.	Total.	On hand June 30, 1865.
Borax.....pounds	8					8	3		5	
Binders' tar board.....do	100					100	100		100	
Butts, brass, assorted.....number			2,280			2,280	2,280		2,280	
Bullheads, large.....do			3,000			3,000	3,000		3,000	
small.....do			2,000			2,000	2,000		2,000	
Bolts, carriage, assorted.....do			4,700			4,700	4,700		4,700	
Brace and bits, wood.....do			25			25	25		25	
Braces, iron.....do			25			25	25		25	
Bits, auger.....sets			50			50	50		50	
Brushes, artists' sable, red.....number			108			108	108		108	
Bristles, fitch's, round and flat.....do			72			72	72		72	
Bolts, brass, flush, assorted.....do			36			36	36		36	
Brushes, counter.....do			72			72	72		72	
Bibbs, finished, assorted.....no			90			90	90		90	
Blades, hack-saw, assorted.....do			24			24	24		24	
Bars, claw.....do				251		251	251		251	
Brilliant American tubes.....do			12			12	12		12	
Beeswax.....pounds			100			100	100		100	
Boilers, assorted.....do			18			18	18		18	
Blowers, grate.....number			2			2	2		2	
Buckets, tin.....do			10			10	10		10	
Brasses, babbitt.....pounds			132½			132½	132½		132½	
Boards, fire, sheet-iron.....number			1			1	1		1	
Bends, gas.....do			2			2	2		2	
Bits, extra, long.....do			10			10	10		10	
Beltin', rubber,.....pounds	2					2		2		
Bridges, McCallum's pat. arc'd tres.....ft				480		480				480

[illegible]

Statement of quartermaster's property, &c.—Continued.

Articles.	On hand December 1, 1864.	Received from officers during the year ending June 30, 1865.	Purchased during the year ending June 30, 1865.	Manufactured during the year ending June 30, 1865.	Captured, gained, taken up, &c., during the year ending June 30, 1865.	Total.	Issued and transferred during the year ending June 30, 1865.	Sold, died, lost, or expended during the year ending June 30, 1865.	Total.	On hand June 30, 1865.
Coffins	13					13				13
Couplings, 3-links				14		14				
brass union, ass'd	250					250				
assorted			12			12				
Chairs, switch				38		38				
Clay, fire			186			186				
Chisels, firmer and socket			31			31				
framing, assorted			312			312				
Chain, coil, assorted			7,868 $\frac{1}{2}$			7,868 $\frac{1}{2}$				
Chimneys, assorted			651			651				
flint			1,259			1,259				
sheet-iron			4,350			4,350				
Calipers, spring, assorted			48			48				
Chrome, yellow			12			12				
orange			12			12				
Copper, ingot			25,219			25,219				
Cans, oil, assorted	2		176			178		2		
Copper, sheet			292			292				
Cases, map			1			1				
Cups, paint, assorted			72			72				
Chisels and bits, extra			10			10				
Cloth wire			510			510				
Carmine, dry			1			1				
Covers, sand-box			2			2				
Desks, field	2					2				
Dampers, furnace			6			6				
Dampers			8			8				

Dividers, assorted	do	36	36	36	36
Dusters, painters'	do	72	72	72	72
Drills, vertical	do	2	2	2	2
compound table	do	2	2	2	2
plain table	do	1	1	1	1
Drill, black enamelled	yards	240	240	240	240
Drills, ratchet	number	1	1	1	1
Drums, stove	do	14	14	14	14
Drippers, oil	do	5	5	5	5
Dippers	do	60	60	60	60
Envelopes, letter	do	10,000	10,000	10,000	10,000
official	do	16,100	16,100	16,100	16,100
Erasers	do	1	1	1	1
Engines, double piston steam	do	2	2	2	2
Ells, assorted	do	174	174	174	174
Engines, pumping, complete	do	3	3	3	3
locomotive	do	3	3	3	3
Elbows for pipe, 2½-inch	do	12	12	12	12
drop	do	72	72	72	72
reducing	do	72	72	72	72
stove pipe	do	157	157	157	157
assorted	do	152	152	152	152
Eyes, brass screw	gross	1	1	1	1
Ears, tin kettle	do	21	21	21	21
Emerald green	pounds	120	120	120	120
Evaporators, copper	number	1	1	1	1
Folders, paper	do	2	2	2	2
Files, patent	do	3	3	3	3
handsaw	do	12	12	12	12
assorted	do	8	8	8	8
Fasteners, metallic	gross	12,270	12,270	12,270	12,270
Flour	barrels	5	5	5	5
Fixtures, grindstone	sets	18	18	18	18
Fuze	feet	3	3	3	3
Frog chills, complete	number	108	108	108	108
Furnaces, bolt	do	4	4	4	4
Flannel, white	yards	1	1	1	1
Fittings, gas, assorted	number	1	1	1	1
Flax, white	pounds	468	468	468	468
Flanges, deck	number	120	120	120	120
tin deck	do	21	21	21	21
		2	2	2	2

Statement of quartermasters' property, &c.—Continued.

Articles.	On hand December 1, 1864.	Received from officers during the year ending June 30, 1865.	Purchased during the year ending June 30, 1865.	Manufactured during the year ending June 30, 1865.	Captured, gained, taken up, &c., during the year ending June 30, 1865.	Total.	Issued and transferred during the year ending June 30, 1865.	Sold, died, lost, or expended during the year ending June 30, 1865.	Total.	On hand June 30, 1865.
Funnels, assorted.....number			98	.....	.....	98	96	.....	.....	.....
Gudgeons, W. W.....do			4	.....	.....	4	4	.....	.....	.....
Grindstones.....number		2	.....	.....	.....	2	.....	2	.....	.....
Graters, nutmeg.....do		1	.....	.....	.....	1	.....	.....	.....	1
Glass, ruby.....lights										
Gimlets, metal heads.....number			100	.....	.....	100	100	.....	100	.....
Gates, molasses.....do			432	.....	.....	432	432	.....	432	.....
Gongs, locomotive, 8-inch.....do			12	.....	.....	12	12	.....	12	.....
Glue, white.....pounds			36	.....	.....	36	36	.....	36	.....
Glue.....do			48	.....	.....	48	48	.....	48	.....
Guards, brass chest.....number			789	.....	.....	789	789	.....	789	.....
Guides, roll.....pounds			96	.....	.....	96	96	.....	96	.....
Hay.....do			3,430	.....	.....	3,430	3,430	.....	3,430	.....
Holders, pen.....number		26,958	.....	.....	.....	26,958	.....	26,958	26,958	.....
Horses, cavalry.....do		1,932	.....	.....	.....	1,932	1,728	.....	1,858	74
Halters, head and strap.....do	2	5	.....	.....	.....	7	2	.....	2	5
Handles, axe.....do	2	.....	.....	.....	.....	2	.....	.....	.....	2
broad-axe.....do		168	.....	.....	.....	168	.....	168	168	.....
handsaw, polished.....do		8	.....	.....	.....	8	.....	8	8	.....
jack-plane.....do			12	.....	.....	12	12	.....	12	.....
chisel, hickory.....do			12	.....	.....	12	12	.....	12	.....
Hickory.....pieces			144	.....	.....	144	144	.....	144	.....
white.....do			249	.....	.....	249	.....	249	249	.....
Hatchets, shingling.....number			110	.....	.....	110	.....	110	110	.....
Hods, coal.....do		2	.....	.....	.....	2	.....	1	1	1
Hooks, clevis, 3-inch.....do		3	.....	.....	.....	67	64	.....	64	3
clevis, 2½-inch.....do			2	.....	.....	2	2	.....	2	.....

[illegible]

Statement of quartermasters' property, &c.—Continued.

Articles.	On hand December 1, 1864.	Received from officers during the year ending June 30, 1865.	Purchased during the year ending June 30, 1865.	Manufactured during the year ending June 30, 1865.	Captured, gained, taken up, &c., during the year ending June 30, 1865.	Total.	Issued and transferred during the year ending June 30, 1865.	Sold, died, lost, or expended during the year ending June 30, 1865.	Total.	On hand June 30, 1865.
Knives, butcher..... number		1	.....	.....	.....	1	.....	.....	.....	1
Kettles, camp..... do		3	.....	.....	.....	3	.....	.....	.....	.....
tea..... do			1	.....	.....	.....	.....	.....	.....	.....
Keys..... do			2	.....	.....	2	.....	.....	.....	.....
padlock..... do			500	.....	.....	500	.....	.....	.....	.....
King's Am. tubes..... do			12	.....	.....	12	.....	.....	.....	.....
Lumber..... feet			1,805,362	64,734	.....	1,870,097	200,000	1,670,096	1,870,096	.....
oak..... do		712,756	.....	.....	.....	712,756	669,815	42,941	712,756	.....
square..... do			83,503	.....	.....	83,503	83,503	.....	83,503	.....
pine..... do		3,000	734½	.....	.....	3,734½	734½	.....	3,734½	.....
poplar..... do			103,700	.....	.....	103,700	.....	.....	.....	103,700
Locomotives and tenders..... number		3	.....	.....	.....	3	.....	.....	.....	.....
Lamps, coal-oil..... do		4	.....	.....	.....	4	.....	.....	.....	.....
Lanterns, white tin..... do			450	.....	.....	450	.....	.....	.....	.....
Lights, white..... do		1	1,200	.....	.....	1,201	1,200	.....	1,200	.....
Lamps, locomotive head..... do			73	.....	.....	73	73	.....	73	.....
bull's-eye..... do			76	.....	.....	76	76	.....	76	.....
ruby..... do			612	.....	.....	612	612	.....	612	.....
Dutch..... do			430	.....	.....	430	430	.....	430	.....
Lard..... pounds			42	.....	.....	42	.....	42	42	.....
Levers and columns for lamps..... number			6	.....	.....	6	.....	.....	.....	.....
Links, crooked..... do				529	.....	529	529	.....	529	.....
straight..... do				1,184	.....	1,184	1,184	.....	1,184	.....
Leather, lace..... sides		1	50	.....	.....	51	50	1	51	.....
Leather, tittle..... hides		6	.....	.....	.....	6	6	.....	6	.....
Lampblack..... tubes			12	.....	.....	12	12	.....	12	.....
Lampblack..... papers		2	.....	.....	.....	2	.....	.....	.....	.....

Statement of quartermasters' property, &c.—Continued.

Articles.	On hand December 1, 1864.	Received from officers during the year ending June 30, 1865.	Purchased during the year ending June 30, 1865.	Manufactured during the year ending June 30, 1865.	Captured, gained, taken up, &c., during the year ending June 30, 1865.	Total.	Issued and transferred during the year ending June 30, 1865.	Sold, died, lost, or expended during the year ending June 30, 1865.	Total.	On hand June 30, 1865.
Nails, assorted.....			1,000	.....	.....	1,000	.....	.....	1,000	.....
Oats.....	48	24,704	.....	.....	.....	24,752	.....	24,752	24,752	.....
Oil, lard.....		4,904½	2,227	.....	.....	7,131½	.....	167	7,131½	.....
lamp.....		3	.....	.....	.....	3	.....	3	3	.....
linseed.....		1	.....	.....	.....	1	.....	1	1	.....
coal.....		4	.....	.....	.....	4	.....	4	4	.....
Ochre, yellow, French.....			894	.....	.....	894	.....	.....	894	.....
Oilers, engine.....		2	.....	.....	.....	2	.....	2	2	.....
Paper, cap.....		40	.....	.....	.....	40	.....	40	40	.....
foolscap.....		120	.....	.....	.....	120	.....	120	120	.....
letter.....		5,220	.....	.....	.....	5,220	.....	5,220	5,220	.....
folio-post.....		248	.....	.....	.....	248	.....	248	248	.....
flat letter.....		359	.....	.....	.....	359	.....	359	359	.....
flat cap.....		1,953	.....	.....	.....	1,953	.....	1,953	1,953	.....
note.....		140	.....	.....	.....	140	.....	60	120	20
envelope.....		20	.....	.....	.....	20	.....	20	20	.....
marble.....		5	.....	.....	.....	5	.....	.....	5	.....
Pens, steel.....		72	.....	.....	.....	72	.....	22	72	.....
extension.....										
ruling.....			1,148	.....	.....	1,148	.....	.....	1,148	.....
Pencils, lead.....		264	.....	.....	.....	264	.....	264	264	.....
carpenters'.....			24	.....	.....	24	.....	.....	24	.....
Paper, blotting.....		342	.....	.....	.....	342	.....	292	292	50
Plates, tin.....		36	1,440	.....	.....	1,476	.....	36	1,476	.....
face, assorted.....			10	.....	.....	10	.....	.....	10	.....
bed, for saw stands.....			2	.....	.....	2	.....	.....	2	.....
cast.....			4	.....	.....	4	.....	.....	4	.....
straightening.....			2	.....	.....	2	.....	.....	2	.....

curving.....do.....	2	6	3	1	3	658	12	1	1	1	134	47	1,341	548	600	2,200	8	1	25	1,928	1,744	512 ⁹ ₁₂	13,710	69	1	994 ¹ ₂	454	210	712 ⁸ ₆	16	12	1,446	104	8,518	45	1	1	40	16	471	14	2,417
for saw carriage.....do.....	2	6	3	1	3	658	12	1	1	1	134	47	1,341	548	600	2,200	8	1	25	1,928	1,744	512 ⁹ ₁₂	13,710	69	1	994 ¹ ₂	454	210	712 ⁸ ₆	16	12	1,446	104	8,518	45	1	1	40	16	471	14	2,417
Pots, coffee.....do.....	2	6	3	1	3	658	12	1	1	1	134	47	1,341	548	600	2,200	8	1	25	1,928	1,744	512 ⁹ ₁₂	13,710	69	1	994 ¹ ₂	454	210	712 ⁸ ₆	16	12	1,446	104	8,518	45	1	1	40	16	471	14	2,417
fire.....do.....	2	6	3	1	3	658	12	1	1	1	134	47	1,341	548	600	2,200	8	1	25	1,928	1,744	512 ⁹ ₁₂	13,710	69	1	994 ¹ ₂	454	210	712 ⁸ ₆	16	12	1,446	104	8,518	45	1	1	40	16	471	14	2,417
Pans, tin.....do.....	2	6	3	1	3	658	12	1	1	1	134	47	1,341	548	600	2,200	8	1	25	1,928	1,744	512 ⁹ ₁₂	13,710	69	1	994 ¹ ₂	454	210	712 ⁸ ₆	16	12	1,446	104	8,518	45	1	1	40	16	471	14	2,417
mess.....do.....	2	6	3	1	3	658	12	1	1	1	134	47	1,341	548	600	2,200	8	1	25	1,928	1,744	512 ⁹ ₁₂	13,710	69	1	994 ¹ ₂	454	210	712 ⁸ ₆	16	12	1,446	104	8,518	45	1	1	40	16	471	14	2,417
fry.....do.....	2	6	3	1	3	658	12	1	1	1	134	47	1,341	548	600	2,200	8	1	25	1,928	1,744	512 ⁹ ₁₂	13,710	69	1	994 ¹ ₂	454	210	712 ⁸ ₆	16	12	1,446	104	8,518	45	1	1	40	16	471	14	2,417
dripping.....do.....	2	6	3	1	3	658	12	1	1	1	134	47	1,341	548	600	2,200	8	1	25	1,928	1,744	512 ⁹ ₁₂	13,710	69	1	994 ¹ ₂	454	210	712 ⁸ ₆	16	12	1,446	104	8,518	45	1	1	40	16	471	14	2,417
dish.....do.....	2	6	3	1	3	658	12	1	1	1	134	47	1,341	548	600	2,200	8	1	25	1,928	1,744	512 ⁹ ₁₂	13,710	69	1	994 ¹ ₂	454	210	712 ⁸ ₆	16	12	1,446	104	8,518	45	1	1	40	16	471	14	2,417
ash.....do.....	2	6	3	1	3	658	12	1	1	1	134	47	1,341	548	600	2,200	8	1	25	1,928	1,744	512 ⁹ ₁₂	13,710	69	1	994 ¹ ₂	454	210	712 ⁸ ₆	16	12	1,446	104	8,518	45	1	1	40	16	471	14	2,417
wash.....do.....	2	6	3	1	3	658	12	1	1	1	134	47	1,341	548	600	2,200	8	1	25	1,928	1,744	512 ⁹ ₁₂	13,710	69	1	994 ¹ ₂	454	210	712 ⁸ ₆	16	12	1,446	104	8,518	45	1	1	40	16	471	14	2,417
assorted.....do.....	2	6	3	1	3	658	12	1	1	1	134	47	1,341	548	600	2,200	8	1	25	1,928	1,744	512 ⁹ ₁₂	13,710	69	1	994 ¹ ₂	454	210	712 ⁸ ₆	16	12	1,446	104	8,518	45	1	1	40	16	471	14	2,417
Padlocks, assorted.....do.....	2	6	3	1	3	658	12	1	1	1	134	47	1,341	548	600	2,200	8	1	25	1,928	1,744	512 ⁹ ₁₂	13,710	69	1	994 ¹ ₂	454	210	712 ⁸ ₆	16	12	1,446	104	8,518	45	1	1	40	16	471	14	2,417
car.....do.....	2	6	3	1	3	658	12	1	1	1	134	47	1,341	548	600	2,200	8	1	25	1,928	1,744	512 ⁹ ₁₂	13,710	69	1	994 ¹ ₂	454	210	712 ⁸ ₆	16	12	1,446	104	8,518	45	1	1	40	16	471	14	2,417
Pedestals.....do.....	2	6	3	1	3	658	12	1	1	1	134	47	1,341	548	600	2,200	8	1	25	1,928	1,744	512 ⁹ ₁₂	13,710	69	1	994 ¹ ₂	454	210	712 ⁸ ₆	16	12	1,446	104	8,518	45	1	1	40	16	471	14	2,417
Pokers, fire.....do.....	2	6	3	1	3	658	12	1	1	1	134	47	1,341	548	600	2,200	8	1	25	1,928	1,744	512 ⁹ ₁₂	13,710	69	1	994 ¹ ₂	454	210	712 ⁸ ₆	16	12	1,446	104	8,518	45	1	1	40	16	471	14	2,417
Polish, stove.....papers.....	2	6	3	1	3	658	12	1	1	1	134	47	1,341	548	600	2,200	8	1	25	1,928	1,744	512 ⁹ ₁₂	13,710	69	1	994 ¹ ₂	454	210	712 ⁸ ₆	16	12	1,446	104	8,518	45	1	1	40	16	471	14	2,417
Powder.....pounds.....	2	6	3	1	3	658	12	1	1	1	134	47	1,341	548	600	2,200	8	1	25	1,928	1,744	512 ⁹ ₁₂	13,710	69	1	994 ¹ ₂	454	210	712 ⁸ ₆	16	12	1,446	104	8,518	45	1	1	40	16	471	14	2,417
Pipe, stove, assorted.....joints.....	2	6	3	1	3	658	12	1	1	1	134	47	1,341	548	600	2,200	8	1	25	1,928	1,744	512 ⁹ ₁₂	13,710	69	1	994 ¹ ₂	454	210	712 ⁸ ₆	16	12	1,446	104	8,518	45	1	1	40	16	471	14	2,417
wrought, 2½-inch.....feet.....	2	6	3	1	3	658	12	1	1	1	134	47	1,341	548	600	2,200	8	1	25	1,928	1,744	512 ⁹ ₁₂	13,710	69	1	994 ¹ ₂	454	210	712 ⁸ ₆	16	12	1,446	104	8,518	45	1	1	40	16	471	14	2,417
gas, assorted.....do.....	2	6	3	1	3	658	12	1	1	1	134	47	1,341	548	600	2,200	8	1	25	1,928	1,744	512 ⁹ ₁₂	13,710	69	1	994 ¹ ₂	454	210	712 ⁸ ₆	16	12	1,446	104	8,518	45	1	1	40	16	471	14	2,417
Russia iron.....pounds.....	2	6	3	1	3	658	12	1	1	1	134	47	1,341	548	600	2,200	8	1	25	1,928	1,744	512 ⁹ ₁₂	13,710	69	1	994 ¹ ₂	454	210	712 ⁸ ₆	16	12	1,446	104	8,518	45	1	1	40	16	471	14	2,417
Pipes, brass, steam gauge.....number.....	2	6	3	1	3	658	12	1	1	1	134	47	1,341	548	600	2,200	8	1	25	1,928	1,744	512 ⁹ ₁₂	13,710	69	1	994 ¹ ₂	454	210	712 ⁸ ₆	16	12	1,446	104	8,518	45	1	1	40	16	471	14	2,417
Pipes, copper.....pounds.....	2	6	3	1	3	658	12	1	1	1	134	47	1,341	548	600	2,200	8	1	25	1,928	1,744	512 ⁹ ₁₂	13,710	69	1	994 ¹ ₂	454	210	712 ⁸ ₆	16	12	1,446	104	8,518	45	1	1	40	16	471	14	2,417
Pipe, brass.....do.....	2	6	3	1	3	658	12	1	1	1	134	47	1,341	548	600	2,200	8	1	25	1,928	1,744	512 ⁹ ₁₂	13,710	69	1	994 ¹ ₂	454	210	712 ⁸ ₆	16	12	1,446	104	8,518	45	1	1	40	16	471	14	2,417
lead.....do.....	2	6	3	1	3	658	12	1	1	1	134	47	1,341	548	600	2,200	8	1	25	1,928	1,744	512 ⁹ ₁₂	13,710	69	1	994 ¹ ₂	454	210	712 ⁸ ₆	16	12	1,446	104	8,518	45	1	1	40	16	471	14	2,417
iron, assorted.....feet.....	2	6	3	1	3	658	12	1	1	1	134	47	1,341	548	600	2,200	8	1	25	1,928	1,744	512 ⁹ ₁₂	13,710	69	1	994 ¹ ₂	454	210	712 ⁸ ₆	16	12	1,446	104	8,518	45	1	1	40	16	471	14	2,417
with flange attached.....joints.....	2	6	3	1	3	658	12	1	1	1	134	47	1,341	548	600	2,200	8	1	25	1,928	1,744	512 ⁹ ₁₂	13,710	69	1	994 ¹ ₂	454	210	712 ⁸ ₆	16	12	1,446	104	8,518	45	1	1	40	16	471	14	2,417
Pipes, blast.....number.....	2	6	3	1	3	658	12	1	1	1	134	47	1,341	548	600	2,200	8	1	25	1,928	1,744	512 ⁹ ₁₂	13,710	69	1	994 ¹ ₂	454	210	712 ⁸ ₆	16	12	1,446	104	8,518	45	1	1	40	16	471	14	2,417
Pipe, iron, blast.....pounds.....	2	6	3	1	3	658	12	1	1	1	134	47	1,341	548	600	2,200	8	1	25	1,928	1,744	512 ⁹ ₁₂	13,710	69	1	994 ¹ ₂	454	210	712 ⁸ ₆	16	12	1,446	104	8,518	45	1	1	40	16	471	14	2,417
Powder, blast.....kegs.....	2	6	3	1	3	658	12	1	1	1	134	47	1,341	548	600	2,200	8	1	25	1,928	1,744	512 ⁹ ₁₂	13,710	69	1	994 ¹ ₂	454	210	712 ⁸ ₆	16	12	1,446	104	8,518	45	1	1	40	16	471	14	2,417
Plank, oak.....feet.....	2	6	3	1	3	658	12	1	1	1	134	47	1,341	548	600	2,200	8	1	25	1,928	1,744	512 ⁹ ₁₂	13,710	69	1	994 ¹ ₂	454	210	712 ⁸ ₆	16	12	1,446	104	8,518	45	1	1	40	16	471	14	2,417
Pulleys, assorted.....number.....	2	6	3	1	3	658	12	1	1	1	134	47	1,341	548	600	2,200	8	1	25	1,928	1,744	512 ⁹ ₁₂	13,710	69	1	994 ¹ ₂	454	210	712 ⁸ ₆	16	12	1,446	104	8,518	45	1	1	40	16	471	14	2,417
2½ feet diameter.....do.....	2	6	3	1	3	658	12	1	1	1	134	47	1,341	548	600	2,200	8	1	25	1,928	1,744	512 ⁹ ₁₂	13,710																			

Sack, gunny	do	327	360,000	33,000	393,000	297	393,000	297	30
Shingles	do	144			144		144		
Spoons, table	do	6			6				6
tea	do	2							2
Shovels, fire	do		2					2	
Sheaves	do		306				306	306	
Straps, eccentric	do		6				6	6	
Spikes, railroad	kegs	1	2,481				2,482	2,482	
Stamps, hand, No. 9	number	1	6				6	6	1
Stones, oil, 1-pound	do								
Stoves, flasts, complete	do		6				6	6	
Salt	pounds		865				840	865	
Soap	do		60				60	60	
Sand	loads		592				592	592	
Saws, circular	number		6				6	6	
Stands, cast	do		2				2	2	
for rollers	do		4				4	4	
Stand, light and hose	do		1				1	1	
Studs and nuts	do		20				20	20	
Stems, wrought	do		6				6	6	
Shafts, wrought	do		6				6	6	
counter and hanger, compl'te	do		8				8	8	
Screws	sets		2				2	2	
assorted	gross	1	1,905				1,905	1,906	
round head, brass	do		4				4	4	
lag, assorted	number		4,000				4,000	4,000	
Sockets for blast boxes	do		6				6	6	
assorted	do		69				69	69	
Stocks and dies, assorted	do		38				38	38	
Smoothers	do		7				7	7	
Scales, platform	pair	1					1	1	
Steel, cast	pounds	57					57	57	
Steel	do	1,445					1,445	1,445	
Shaves, sheep	hides	6					6	6	
Sets, handsaw	number		24				24	24	
crosscut saw	do		12				12	12	
Skillets, cast	do		25				25	25	
Shades and clasps	do		36				36	36	
Sienna, Italian, raw	pounds		156				156	156	
Sulphur, flour	do		423				423	423	
Stoves, assorted	number		10				10	10	

Statement of quartermasters' property, &c.—Continued.

Articles.	On hand December 1, 1864.	Received from officers during the year ending June 30, 1865.	Purchased during the year ending June 30, 1865.	Manufactured during the year ending June 30, 1865.	Captured, gained, taken up, &c., during the year ending June 30, 1865.	Total.	Issued and transferred during the year ending June 30, 1865.	Sold, died, lost, or expended during the year ending June 30, 1865.	Total.	On hand June 30, 1865.
Stoves, sheet-iron..... number.			16	.....	.....	16	.....	.....	16	.....
Solder..... pounds.			44	.....	.....	44	.....	.....	44	.....
Smoke-stack..... do.			8,357	.....	.....	8,357	.....	.....	8,357	.....
Strainers, copper..... number.			97	.....	.....	97	.....	.....	97	.....
Shades, plain..... do.			2	.....	.....	2	.....	.....	2	.....
Spittoons..... do.			3	.....	.....	3	.....	.....	3	.....
Tape, office..... pieces.		1,488	.....	.....	.....	1,488	.....	936	936	552
Tables, camp..... number.	2	.....	.....	.....	.....	2	.....	.....	.....	2
office..... do.		1	.....	.....	.....	1	.....	.....	.....	1
round..... do.		1	.....	.....	.....	1	.....	.....	.....	1
Ties, cross..... do.		15,026	109,894	272,909	.....	397,829	113,731	284,098	397,829	.....
switch..... sets.				1	.....	1	.....	1	1	.....
Tools, saddlers'..... do.		1	.....	.....	.....	1	.....	.....	1	.....
blacksmiths'..... do.			8	.....	.....	8	.....	.....	8	.....
Tools, French sash, assorted..... number.			144	.....	.....	144	.....	.....	144	.....
Tools..... pounds.			1,497	.....	.....	1,497	.....	.....	1,497	.....
Timber, assorted..... feet.			1,332,159½	.....	.....	1,332,159½	838,998	493,161½	1,332,159½	.....
B. M., assorted..... do.			22,518	.....	.....	22,518	.....	22,518	22,518	.....
hewed..... do.			268,396	63,648	.....	332,044	250,807	81,237	332,044	.....
Thimbles..... pounds.			513	.....	.....	513	.....	.....	513	.....
Ticks, double bed..... number.		1	.....	.....	.....	1	.....	.....	1	.....
single bed..... do.		3	.....	.....	.....	3	.....	.....	.....	3
Tin, 10 + 14, I C..... box.			1	.....	.....	1	.....	.....	1	.....
Tees, assorted.....			151	.....	.....	151	.....	.....	151	.....
Taps, 1 to 2-inch..... sets.			2	.....	.....	2	.....	.....	2	.....
Tongs, assorted..... number.			27	.....	.....	27	.....	.....	27	.....
Tube, assorted..... feet.			3,725½	.....	.....	3,725½	.....	.....	3,725½	.....

[illegible]

Statement of quartermasters' property, &c.—Continued.

Articles.	On hand December 1, 1864.	Received from officers during the year ending June 30, 1865.	Purchased during the year ending June 30, 1865.	Manufactured during the year ending June 30, 1865.	Captured, gained, taken up, &c., during the year ending June 30, 1865.	Total.	Issued and transferred during the year ending June 30, 1865.	Sold, died, lost, or expended during the year ending June 30, 1865.	Total.	On hand June 30, 1865.
Packing..... pounds.....		1,256	.....	.....	.....	1,256	.....	.....	1,256	.....
Zinc, sheet..... do.....			393½	.....	.....	393½	.....	.....	393½	.....

I certify that the foregoing statement is correct.

F. J. CRILLY,
 Captain and A. Q. M. U. S. A., Acting Chief Quartermaster Military Railroads, Division of Tennessee.

Statement of clothing, camp and garrison equipage, for the fiscal year ending June 30, 1865, by Captain F. J. Crilly, assistant quartermaster.

Articles.	On hand December 1, 1864.	Received from officers during the year ending June 30, 1865.	Purchased during the year ending June 30, 1865.	Manufactured during the year ending June 30, 1865.	Captured, gained, taken up, &c., during the year ending June 30, 1865.	Total.	Issued and transferred during the year ending June 30, 1865.	Sold, died, expended, &c., during the year ending June 30, 1865.	Total.	On hand June 30, 1865.
Blankets, woollen.....		541				541				541
Camp kettles.....		300				300	300		300	
Wall tents.....		11				11	1		1	10
Wall tent flies.....		11				11	1		1	10
Wall tent poles and pins, sets.....		11				11	1		1	10

I certify that the above statement is correct.

F. J. CRILLY, *Capt. and Assistant Quartermaster U. S. A.,
Acting Chief Quartermaster Military Railroads, Military Division of Tennessee.*

Statement of balance remaining on hand July 1, 1864, and of amount received, disbursed, and remaining on hand during the fiscal year ending June 30, 1865, by Captain F. J. Crilly, assistant quartermaster United States army.

Balance on hand July 1, 1864	\$3, 359 20
Received from officers during the year	11, 042, 952 09
Received from Treasury Department during the year	4, 205, 500 00
Received from the sales of property and other sources during the year.....	315, 997 08
Total	15, 567, 808 37
Expended during the year	\$12, 051, 163 05
Transferred to other officers during the year.....	2, 330, 207 65
Balance on hand June 30, 1865	1, 186, 437 67
Total.....	15, 567, 808 37

The balance on hand, \$1,186,438 67, is deposited as follows :

On deposit with First National Bank, Cincinnati, Ohio	\$500, 000 00
On deposit in United States depository, Cincinnati, Ohio	901 55
On deposit in United States depository, Louisville, Kentucky ..	690 20
On deposit with assistant treasurer, New York city	7, 084 50
On deposit with Treasurer of the United States, payable in certificates of indebtedness	622, 860 58
Cash in safe	54, 900 84

I certify that the above statement is correct.

F. J. CRILLY,
Captain and Ass't Quartermaster U. S. A.

C.—Statement of amount paid on account of rail, river, stage, and wagon transportation, by Captain F. J. Crilly, assistant quartermaster, during the fiscal year ending June 30, 1865.

Kind of transportation.	Passengers.				Freight.	Total.	Expenditures.*	Grand total.
	Officers and men.	Prisoners of war and other rebels.	Civilians.	Total.				
Railroads.....	\$177,011 93	.....	\$14 00	\$177,025 93	\$24,379 25	\$201,405 18	\$7,732,349 87	\$7,933,755 05
Steamboats, &c.....	45,456 19	.....	4 03	45,460 22	73,645 40	119,105 62	647 34	119,752 96
Stages, wagons, &c....	7,520 00	\$6 00	.....	7,526 00	32,001 47	39,527 47	.....	39,527 47
Total.....	229,988 12	6 00	18 03	230,012 15	130,026 12	360,038 27	7,732,997 21	8,093,035 48

* The amount reported in column of expenditures exhibits total amount expended by Captain Crilly for the support of railroads operated by the United States in the military division of the Tennessee.

I certify that the above statement is correct.

F. J. CRILLY,
Captain and Assistant Quartermaster U. S. A.

C C.—Statement of amount paid on account of ocean and lake transportation, by Captain F. J. Crilly, assistant quartermaster, during the fiscal year ending June 30, 1865.

Kind of transportation.	Passengers.				Freight.	Total.	Expenditures.	Grand total.
	Officers and men.	Prisoners of war and other rebels.	Civilians.	Total.				
Ocean and lake.....	\$1,145 00	.....	.....	\$1,145 00	\$70,334 61	\$71,479 61	\$652,167 86	\$723,647 47
Ocean and lake.....	.....	.....	.....	.....	.....	2,387,752 48	.....	2,387,752 48
Total.....	1,145 00	.....	.....	1,145 00	70,334 61	2,459,232 09	652,167 86	3,111,399 95

I certify that the above statement is correct.

F. J. CRILLEY,
Captain and Assistant Quartermaster U. S. A.

MILITARY DIVISION OF THE TENNESSEE,
QUARTERMASTER'S OFFICE, U. S. MILITARY RAILROAD,
Nashville, Tennessee, August 7, 1865.

GENERAL: In accordance with the instructions of your letter of the 2d instant, relative to expense of running military railroads in this division for the month of July, and the amount that would have to be paid to the companies if the roads were run by private parties, I have to report as follows:

EXPENDITURES.

Expense in July for pay of employés.....	\$670,000 00
Cost of wood expended in month of July.....	80,000 00
Cost of stores expended in repairs during month of July....	100,000 00
Total.....	<u>850,000 00</u>

RECEIPTS.

Received as earnings of the road, from passengers and freight..	\$140,563 76
Value of product of rolling mill at Chattanooga, the expense of which is included on the pay-roll, being 693 tons, at \$90 per ton.....	62,370 70
There were transported free over military railroads in this division during the month of July, at the expense of the United States, 35,640 troops and refugees 498,198,046 miles, at .0205 cent per mile.....	102,130 59
Transported during the same time 40,035,900 pounds of government stores, which, if paid for at government rates, would have amounted to.....	75,954 29
Difference between cost of roads as run by the United States and the amount that would have been paid if run by private corporations.....	468,980 66
Total.....	850,000 00

Owing to the limited time allowed for making up of this statement, it was impossible to obtain full report of freight and passengers transported, the number given being taken from reports already in; the actual number will greatly exceed this.

The amount collected for private freight and passengers is steadily increasing, as will be seen from the following table of amounts received for the different months of this year :

January.....	\$7,500 00
February.....	19,320 00
March.....	23,740 00
April.....	26,499 64
May.....	54,121 00
June.....	83,635 00
July.....	140,563 76

The receipts for the present month will reach two hundred and fifty thousand dollars, and can be increased to any amount that the United States will give facilities for. The month of July exhibits large items of expense for the reason that the reduction of the working force necessary for a state of war had to be done gradually, in order to gather in the tools and public property of all kinds in their possession. These reductions are still taking place at the rate of about one hundred and twenty-five per day.

A large number of expensive employés are also profitably employed in the repair of the rolling stock, so that it may be in complete order to sell. The benefit of this will be very large, and cannot be estimated. A large number of additional men are also engaged in watching and taking care of this rolling stock, which has now become largely surplus.

If sales were made of this to reduce the amount down to the actual necessities of the service, both public and private, it would reduce expenses immensely.

The roads run by the United States at Memphis are not included in any of the foregoing report, as the amount received for freight and passengers there is sufficient to pay the running expenses.

The expense per month, for the future, will depend upon the length of time that may elapse before some disposition is made of the rolling stock, and also upon the diminution of the number of free passes now given to refugees and destitute persons returning to their homes.

My estimate of funds for the present month calls for a half million of dollars, which, with the amount received as earnings of the road, will fully cover the expenses.

Very respectfully, your obedient servant,

F. J. CRILLY, *Capt. and A. Q. M. U. S. A.,
Acting Chief Q. M. U. S. Mil. R. R., Mil. Div. of the Tenn.*

General J. L. DONALDSON,

Chief Quartermaster Military Division of the Tennessee.

A true copy :

F. J. CRILLY,
Captain and Assistant Quartermaster U. S. A.

WAR DEPARTMENT,
OFFICE OF MIL. DIR. AND SUPT. RAILROADS U. S.,
Washington, D. C., August 14, 1865.

CAPTAIN: I enclose herewith one (1) copy of General Order No. 39, Quartermaster General's office, dated July 5, 1865, calling for an annual report from officers of the Quartermaster's department.

This order is sent you with instructions to furnish full statistics of the operations of your department; the statistics should show all expenditures incurred by you in the construction and maintenance of United States military railroads, stating as far as possible what the expenditure was for, also the receipts derived from transportation of freight and passengers, so far as they pertain to your department.

It is desired that your report may be rendered as early as practicable, and, as the war is at a close, that it should embrace, in addition to the operations for the past year, a general review and summary for the entire period of the war.

A copy of your report should be sent to this office, in addition to the one sent to the Quartermaster General.

Very respectfully, your obedient servant,

D. C. McCALLUM,
Brevet Brigadier General, &c.
Per H. K. COOPER, *in charge.*

Captain F. J. CRILLY,

*Acting Chief Q. M. Mil. Railroads,
Nashville, Tennessee.*

A true copy :

F. J. CRILLY,
Captain and A. Q. M. U. S. A.

Statements of amounts of monthly pay-rolls of United States military railroads, division of the Mississippi, from November 1, 1863, to January 31, 1864, inclusive, under the direction of J. B. Anderson, general manager.

1863, November rolls	\$47, 131 06
1863, December rolls	68, 594 20
1864, January rolls	104, 621 33
Total	<u>219, 346 59</u>

The above statement is correct.

JOHN TRENBATH, *Auditor.*

Statements of amounts of vouchers audited for material furnished United States military railroads, division of the Mississippi, from November 1, 1863, to February 7, 1864 inclusive, under the direction of J. B. Anderson, general manager.

Stationery and printing.....	\$4,717 57
Repairs of road.....	32,433 13
Engines, original cost of.....	571,805 41
Cars, original cost of.....	184,471 92
Train supplies.....	2,828 16
Fuel.....	33,338 20
Repairs of buildings.....	2,215 09
Water supply.....	6,539 20
Bridges.....	3,808 30
Expense of telegraph.....	1,515 87
Office expenses.....	1,442 59
Tennessee and Alabama railroad.....	21 74
Expense of engineers' department.....	347 75
Quartermasters' department.....	29 50
Postage.....	15 00
Station expenses.....	34 65
New buildings.....	3,557 39
Iron rails.....	240 50
Material for shops.....	52,725 71
Total.....	902,087 68

The above statement is correct.

JOHN TRENBATH, Auditor.

Amounts of vouchers audited from February 8, 1864, to June 30, 1865, inclusive, under the direction of D. C. McCallum, director and general manager of the military railroads of the United States.

Water stations.....	\$12,999 00
Construction corps.....	1,346 33
Materials for repairs of track.....	94,183 87
Materials for shops.....	3,218,458 71
Bridges and trestles.....	934,742 09
Stationery.....	56,254 33
Station buildings and warehouses.....	861,678 09
Fuel and lights.....	1,485,487 42
Printing and advertising.....	9,091 49
Quartermaster's department.....	5,804 98
Freight and box cars.....	2,519,594 13
Locomotive engines.....	572,992 74
Material for cars.....	14,270 15
Tools and machinery.....	6,395 76
Superintendence.....	22,281 75
Oil, tallow, and waste.....	104,459 26
Auditor's department.....	1,405 65
Transportation.....	174,024 77
Agents and clerks.....	1,942 11
Chairs and spikes.....	124,789 17

Cross-ties	\$464, 184 36
Tools and repairs	14, 694 84
Track labor, repairing	16, 175 99
Incidentals	161 47
Porters	97 33
Hire of engines	7, 800 00
Stables	3, 438 18
Repairs of engines	20, 721 47
Road superstruction	89, 600 07
Machine shop and engine-house	200 00
Passenger and mail cars	1, 200 00
Master mechanic	500 00
Car repairers	100 00
Furniture and fixtures	3, 765 00
Civil engineer	262 85
Rent	708 50
Fireman	351 50
Engine men	482 25
Telegraph	303 23
Watchmen, flagmen, and switchmen	557 56
Total	10, 847, 506 40

The above statement is correct.

JOHN TRENBATH, *Auditor.*

Report of men hired by J. B. Anderson, general manager of United States military railroads, division of the Mississippi, from November 1, 1863, to January 31, 1864, inclusive.

	No. of men.
November, 1863	755
December, 1863	1, 058
January, 1864	1, 675

The above statement is correct.

JOHN TRENBATH, *Auditor.*

Report of men hired by D. C. McCallum, director and general manager U. S. military railroads, from February 1, 1864, to June 30, 1865, inclusive.

Months.	Transportation department, Nashville, Tenn.	Construction and maintenance, Nashville, Tenn.	Transportation department, Chattanooga, Tenn.	Construction and maintenance, Chattanooga, Tenn.	Quartermaster's department, Chattanooga, Tenn.	Memphis rolls.	Columbus, Ky., rolls.	Total number of men.
1864—February.....	2,812							2,812
March.....	3,445			2,238				5,683
April.....	5,662			2,958				8,620
May.....	5,901		802	2,199				8,907
June.....	6,654		1,228	2,463				10,345
July.....	6,945		1,786	2,148		305		10,879
August.....	7,285		2,457	2,355		348		12,445
September.....	7,409	1,249	2,788	2,899		348		14,693
October.....	7,209	1,265	2,772	3,726		310		15,282
November.....	7,197	1,192	2,481	3,451		244	56	14,621
December.....	6,528	980	1,829	2,337		193	57	11,924
1865—January.....	7,023	893	1,872	2,467	91	197	53	12,596
February.....	7,601	954	1,943	2,278	95	200	30	13,101
March.....	7,323	841	2,306	2,664	93	180	20	13,427
April.....	7,867		2,703	2,709	94	269	31	13,673
May.....	7,207		2,851	2,456	83	362	88	13,047
June.....	5,762		2,804	1,568	94	250	45	10,523
Grand total.....								192,578

The above statement is correct.

JOHN TRENBATH, Auditor.

Statement of amounts of monthly pay-rolls of United States military railroads division of the Mississippi and of the Tennessee, audited in 1864 and 1865.

1864—February rolls.....	\$256,994 47
March rolls.....	313,067 62
April rolls.....	252,468 21
May rolls.....	290,437 22
June rolls.....	316,896 23
July rolls.....	587,908 76
August rolls.....	673,998 05
September rolls.....	768,253 17
October rolls.....	889,573 77
November rolls.....	855,152 92
December rolls.....	561,959 52
1865—January rolls.....	805,163 38
February rolls.....	805,553 05
March rolls.....	881,385 09
April rolls.....	888,807 94
May rolls.....	828,152 47
June rolls.....	637,173 09
Total.....	10,612,944 96

The above statement is correct.

JOHN TRENBATH, Auditor.

Earnings of the United States military railroads, military division of the Mississippi, from November 1, 1863, to December 31, 1864.

Months.	Passengers.	Freight.	Privileges.	Adams Express Co.	Total.
November, 1863.....	\$9, 252 85	\$10, 336 25	.....	\$2, 717 60	\$22, 306 70
December, 1863.....	12, 987 75	18, 712 66 15, 013 93	\$675 00	.....	32, 375 41
				3, 698 73	
January, 1864.....	12, 392 50	16, 097 59	.....	6, 552 44	35, 042 53
February, 1864.....	12, 173 58	30, 674 94 24, 563 07	500 00	.....	43, 348 52
				6, 211 87	
March, 1864.....	12, 716 78	69, 658 61 58, 706 04	500 00	.....	82, 875 39
				10, 952 57	
April, 1864.....	5, 028 81	48, 105 32	500 00	No record.	53, 634 13
May, 1864.....		31, 448 64	.....	No record.	31, 448 64
June, 1864.....	30 00	6, 834 52	.....	19, 278 50	26, 143 02
July, 1864.....			.....	26, 799 97	26, 799 97
August, 1864.....		2, 062 11	.....	16, 289 22	18, 351 33
September, 1864.....		235 60	.....	2, 756 52	2, 992 12
October, 1864.....		2, 800 00	.....	7, 381 44	10, 181 44
November, 1864.....		6, 041 80	.....	7, 578 06	13, 619 86
December, 1864.....			.....	7, 975 53	7, 975 53
Total.....					407, 094 59

The above is a true abstract of records of this office.

JOHN TRENBATH,
Auditor of U. S. Military Railroads, Middle Division of Tennessee.

A true copy:

ALEXANDER BLISS,
Brevet Colonel and Assistant Quartermaster.

No. 115.

OFFICE OF GUNBOAT FLOTILLA,
St. Louis, Missouri, September 14, 1863.

GENERAL: In accordance with General Order No. 13, I have to report as follows: I received my appointment as captain and assistant quartermaster on the 28th of September, 1861, and was ordered to report for duty to Captain A. H. Foote, United States navy, commanding gunboat flotilla on the western waters.

The flotilla was under the command of naval officers, and subject to naval rules; while at the same time its whole organization was a part of the army, and its expenditures paid from that department.

I being the only representative of the army with the flotilla, all requirements for the service were made through me, and I performed the various duties of naval paymaster, storekeeper, and commissary, beyond the general duties of an army quartermaster. In addition I was required to audit the accounts of each acting assistant paymaster of the gunboats, involving an examination into their expenditures for a year—a duty which, under other circumstances, would belong to the Fourth Auditor.

By act of Congress of July 16, 1862, the western gunboat flotilla was transferred from the War to the Navy Department, but the final transfer was not made until September 30, 1862, and I was not relieved from duty until the 1st of December following; since which time I have been constantly engaged in settling the accounts of the flotilla, and making the necessary reports required by the War Department.

Before leaving I transferred a large amount of property to the naval authorities, estimated in the aggregate to be one million eight hundred and sixty-nine thousand five hundred and seventy-four dollars (\$1,869,574) in value, compris-

ing gunboats, tugs, transports, and captured steamers and their equipments, clothing, provisions, small stores, coal barges, naval wharf-boat, and general quartermasters' stores.

The total amount received from the United States treasury, and other officers, in money, was two million nine hundred and twenty thousand one hundred and forty-seven dollars and twenty-four cents (\$2,920,147 24;) add to this estimated value of stores, &c., received from other officers, two hundred and twenty-six thousand three hundred and eighty-five dollars (\$226,385;) in all, three million one hundred and forty-six thousand five hundred and thirty-two dollars and twenty-four cents (\$3,146,532 24.)

There were captured at different times from the enemy five gunboats, fifteen transport steamers and five wrecks, which, including other property, amounts to four hundred and fifty thousand dollars (\$450,000,) estimated value. There has been paid, in the aggregate, for transportation of ordnance and quartermasters' stores, as follows: Express companies, twenty-five thousand three hundred and twenty-five dollars (\$25,325;) railroad companies, twenty-five thousand three hundred and eighty-one dollars (\$25,381;) river, ten thousand one hundred and eighty-seven dollars (\$10,187;) and for mileage of officers, three thousand one hundred and sixty-one dollars (\$3,161;) in all, sixty-four thousand and fifty four dollars (\$64,054.)

While under the army, the flotilla, commencing with three small, improvised, wooden gunboats, hardly able to keep the river open between St. Louis and Columbus, Kentucky, increased to ten iron-clads, eleven wooden gunboats, two large ammunition steamers, thirteen tugs, a hospital boat, with everything requisite for the sick and wounded, and a fleet of fifteen chartered and captured transports. There was also attached to the flotilla a floating blacksmith shop, and a distributing commissary steamer. Large depots of coal were kept at convenient places on the rivers, and at Cairo, Illinois, a new large and superior wharf-boat was purchased, which answered as a general depot for most of the requirements of the flotilla, including offices for the transaction of business.

While every assistance possible was extended by other branches of the government to the flotilla, yet the officers necessarily were thrown upon their own resources, and a navy had to be formed from new materials, far from what was generally considered its proper element. Officers, sailors, and gunboats had to be made to suit the exigencies of the time. How well all this was performed history will tell, and the flotilla under the army will have had a most important bearing upon the final result of the rebellion.

I would refer to the reduction of Forts Henry and Donelson, the evacuation of Columbus, Kentucky, Island No. 10, Fort Pillow, and the destruction of the rebel fleet off Memphis; in addition, the important part taken by the flotilla in the sanguinary fight at Belmont, and the great battle of Shiloh. League after league of the great Mississippi was opened to commerce, until the name of a gunboat became a terror to the rebels.

For a more detailed account in relation to the above, I would refer you to the accompanying papers, comprising a "Tabular list of gunboats, transport steamers, and wrecks, captured from the enemy," "Names, tonnage, and earnings of steamboats chartered and employed," and "Statement of cash received and disbursed, on what account, together with balance remaining on hand June 30, 1863."

All of which is respectfully submitted.

Very respectfully, your obedient servant

GEO. D. WISE

Captain and Assistant Quartermaster, with Gunboat Flotilla.

Brigadier General M. C. MEIGS,

Quartermaster General U. S. A., Washington, D. C.

Tabular list of gunboats, transports, steamers, wrecks, &c., captured from the enemy by the gunboat flotilla, western waters.

Names.	Gunb'ts.	Steamers.	Wrecks.	Where captured.	Estimated value.	Remarks.
General Bragg.....	1	.....	.....	Memphis.....	\$50,000 00	Transferred to the Navy Department.
Sumter.....	1	.....	.....	do.....	50,000 00	Do. do.
Little Rebel.....	1	.....	.....	do.....	20,000 00	Do. do.
General Price.....	1	.....	.....	do.....	10,000 00	Do. do.
Eastport.....	1	.....	.....	Savannah, Tenn.	20,000 00	Do. do.
H. R. W. Hill.....		1	.....	Memphis.....	8,000 00	Transferred to the army, (commissary boat at Cairo.)
Alfred Robb.....		1	.....	Tennessee river..	8,000 00	Transferred to the Navy Department.
Kentucky.....		1	.....	Island No. 10....	5,000 00	Returned to owners.
De Soto.....		1	.....	do.....	30,000 00	Transferred to the Navy Department.
Admiral.....		1	.....	do.....	10,000 00	Taken immediate possession of by the army.
Mars.....		1	.....	do.....	5,000 00	Do. do.
Sovereign.....		1	.....	do.....	10,000 00	Transferred to the Navy Department.
Victoria.....		1	.....	do.....	15,000 00	Do. do.
New National.....		1	.....	Memphis.....	30,000 00	Do. do.
Catahoula.....		1	.....	do.....	10,000 00	Taken immediate possession of by the army.
Clara Dolson.....		1	.....	White river.....	60,000 00	Transferred to the Navy Department.
Red Rover.....		1	.....	Island No. 10....	30,000 00	Do. do.
Mohawk.....			1	do.....	500 00	Rebel gunboat. Sunk at Island No. 10.
Grampus.....			1	do.....	5,000 00	Rebel transport. Sunk at Island No. 10.
John Simonds.....			1	do.....	6,000 00	Do. do.
Yazoo.....			1	do.....	8,000 00	Do. do.
Prince.....			1	do.....	15,000 00	Do. do.
Winchester.....				do.....	5,000 00	Do. do.
Sallie Wood.....		1	.....	Tennessee river..	6,000 00	Recaptured and destroyed by the enemy.
General Pillow.....		1	.....	Fort Pillow.....	1,000 00	Transferred to the Navy Department.
Fair Play.....		1	.....	White river.....	8,000 00	Do. do.
Total.....					425,500 00	

Statement showing amount of cash received, on what account disbursed, and balance remaining on hand June 30, 1863, by Captain George D. Wise, assistant quartermaster United States volunteers, western gunboat flotilla.

	Amount.		Amount.
Amount paid for general purchases....	\$592,713 39	Received from other officers.....	\$15,800 00
Amount paid for purchases on account of clothing, &c.....	128,224 38	Received from Treasurer of the United States in money.....	2,560,577 24
Amount paid for purchases on account of subsistence.....	30,952 36	Received from Treasurer of the United States in certificates of indebtedness..	343,770 00
Amount paid for general expenditures.	1,473,442 07		
Amount transferred to officers for disbursement.....	402,103 79		
Amount on hand June 30, 1863, with Treasurer of the United States on certificates of indebtedness.....	36,303 34		
Amount on hand June 30, 1863, in money, in treasury at St. Louis.....	256,407 91		
	2,920,147 24		2,920,147 24

The above payments include the greater part of the cost of the first seven iron-clad gunboats, together with the iron-clad gunboat "Benton;" also general purchases; purchases of clothing, &c.; commissary stores; the payment of chartered transports; of officers and men employed on captured and other government steamers and tugs; mechanics and laborers employed at naval depot at Cairo, Illinois; together with the total amount transferred to the acting paymasters of the several gunboats for pay of officers and men of the gunboat flotilla.

GEO. D. WISE, Captain and A. Q. M.

Names, tonnage, and earnings of steamboats chartered and employed by Captain George D. Wise, assistant quartermaster United States army, for the gunboat flotilla on the western waters.

Name.	Tonnage, estimated.	Employment.	Charter, per day.	Charter, per v'y'ge.	Total am't paid for charter, &c.
Emerald	800	Receiving ship at St. Louis, Mo	\$26 66 $\frac{2}{3}$	.....	\$1, 893 31
Maria Denning ..	2, 000	Receiving ship at St. Louis, Mo., & Cairo, Ill	40 00	.....	13, 120 00
Moses McClellan..	800	Towing mortar-boats	250 00	.....	1, 125 00
G. W. Graham ..	800	Towing mortar-boats and gunboats.....	200 00	.....	2, 800 00
Ike Hammit	500	Towing mortar-boats and transport.....	90 00	.....	17, 460 00
V. F. Wilson	500	do	90 00	.....	18, 990 00
Francis Fisher.....	400	Towing gunboat Essex, Cairo to St. Louis.	.....	\$800 00	800 00
Submarine, No. 8 ..	.....	Mounting mortars on mortar-boats.....	30 00	.....	800 00
Dan Pollard	300	Transport	50 00	.....	4, 524 00
J. H. Dickey	800	Storeship with fleet	180 00	.....	26, 462 00
Lake Erie, No. 2..	400	Transport and tow-boat for mortar-boats..	65 00	.....	6, 890 00
Lady Pike	500	do	90 00	.....	14, 130 00
Wisconsin, No. 2..	500	do	85 00	.....	8, 585 00
Alps	600	do	90 00	.....	7, 470 00
Shingiss	600	Transport and despatch boat	130 00	.....	11, 700 00
Keystone	500	Transport	75 00	.....	1, 950 00
Illinois	1, 000	Ammunition boat.....	50 00	.....	5, 560 00
Champion, No. 3..	600	Transport, towing, and wrecking boat....	110 00	.....	15, 420 00
Gray Fox	300	Transport and tow-boat.....	.....	50 00	50 00
Red Fox	300	do	50 00	.....	5, 300 00
<i>Captured.</i>					
De Soto	1, 600	Transport and despatch boat .....	.....	.....	.....
*Kentucky	800	do .....	.....	.....	.....
Victoria	800	do .....	.....	.....	.....
Clara Dolson	2, 000	Receiving ship, Cairo, Ill.....	.....	.....	.....
Sovereign	800	Storeship with fleet .....	.....	.....	.....
*New National....	1, 000	Receiving ship, Cairo, Ill.....	.....	.....	.....
Red Rover	1, 500	Hospital boat with fleet .....	.....	.....	.....
†Sallie Wood	400	Transport .....	.....	.....	.....
‡Swallow	400	Blacksmith boat .....	.....	.....	.....
<i>Gov't steamer.</i>					
W. H. Brown.....	400	Transport, towing, and despatch boat.....	.....	.....	.....
Total.....	.....	.....	.....	.....	165, 027 31

* Reclaimed by the owners.

† Recaptured by the rebels and destroyed.

‡ Taken at Cairo.

No. 116.

CHIEF QUARTERMASTER'S OFFICE, DEP'T OF NORTH CAROLINA,
Wilmington, March 11, 1865.

CAPTAIN: In compliance with orders received from Major General Terry, commanding at Wilmington, you will take the tug Davidson, and such men and machines as you require, and, as soon as the guard reports, you will proceed up the Cape Fear river, as far as possible with safety to the tug and men, ascertaining as nearly as possible the amount of obstructions in the river, clearing the river of such obstructions, communicating with General Sherman's scouts, if possible. Seventy-five men will be detailed as guard, with arms and three days' rations, with sufficient officers to command them

You can send out scouts on the banks of the river at such places as may be necessary to protect the boat.

If necessary, I will send the "Christopher," to return with such information as you may obtain from the scouts, contrabands, and all persons that can give you information of service to the commanding general.

You will be cautious in your movements, and go as far as possible.

Respectfully, &c.,

GEO. S. DODGE,

Brevet Brigadier General and C. Q. M.

Captain ANDREW AINSWORTH,

Captain of the Port.

A true copy :

GEO. D. WISE, *Colonel.*

FORTRESS MONROE, VIRGINIA,

October 29, 1865.

SIR: I have the honor to submit the following report in regard to opening communication with General Sherman, made at your request:

On the 11th of March, 1865, I received orders from Brigadier General George S. Dodge, (a copy of which I enclose ;) I also received verbal orders to procure a launch from the Navy Department; also, two swivel guns, and the necessary ammunition; also, a construction party to accompany me to clear obstructions.

I also made arrangements to have a torpedo ready to blow up the rebel steamer Chickamauga, if I found her lying across the channel, so as to obstruct the passage of the river.

We received orders from Major General Terry to proceed punctually at 2.30 p. m., which order was promptly obeyed.

We were informed that the United States steamer Eolus, Commander Young commanding, would immediately follow.

Nothing worthy of note occurred until some sixteen (16) miles from Wilmington, North Carolina, (the highest point attained by the naval vessels.) After passing that point, large numbers of colored men, women, and children flocked to the banks of the river, and appeared wild with delight at our appearance, and wished to come on board, and followed us along the banks of the river for miles, offering us fish, &c.; but we did not deem it policy to receive them on board, not knowing what might transpire as we advanced.

After proceeding some miles further, we found a plantation on fire, on which place there were large lots of cotton and naval stores being consumed by the devouring element. The only persons to be seen were a few colored people, and a white man and a colored boy in a boat, endeavoring to escape through the swamp, whom we arrested and took on board. It by this time having become dark, and seeing no signs of the United States steamer Eolus, we determined to push forward with all despatch possible.

On arriving at the point where the Chickamauga was sunk, we found her lying on the left bank of the river, with ample room to pass.

Some few miles above this point was a chain stretched across the river, which we were fortunate enough to pass safely over; and it is our belief that the said chain was let down by the negroes in the vicinity. Above this place many trees had been felled, so as to throw them across the stream, but the tide had fortunately swept them clear of the channel.

Proceeding, we came to a point called Indian Mills, where we found a battery covering the chain. It had been reported that said battery was garrisoned by confederate troops. After consultation with Captain Rifle, (commanding a

detachment of the 13th Indiana regiment, composed of sharpshooters,) we came to the conclusion, if fired upon, to land the troops, and endeavor to take the battery by an assault; but, as we were not molested, we proceeded on our way.

Nothing further of interest occurred until we arrived in the vicinity of Elizabethtown, where we perceived large fires upon the banks of the river. On our arriving off the town we found it in a general conflagration, also boats in the river completely enveloped in flames as well. The heat from the flames was intense, and the dense clouds of smoke made it almost an impossibility to proceed; but still we pushed forward, and managed to get safely through.

Proceeding some ten (10) miles further, we met a mass of burning timber floating down the river, which our colored pilots informed us were portions of the bridge which crossed the river at Fayetteville. By the skill of said pilots we evaded the burning mass, with the loss of one boat which was towing astern.

After proceeding some few miles further, bodies of cavalry were seen along the right bank of the river, which immediately galloped away.

From this point the banks of the river were strongly picketed.

Previous orders had been given to extinguish all lights, and for all to retain silence on board.

A white mist occasionally enveloped the boat, our only marks then to steer by being the branches of the trees along the banks.

On arriving about twelve (12) miles below Fayetteville, the confederates opened fire upon us, which was promptly returned by the troops on board, as well as from the guns on board the launch under the command of Mr. Pool, in charge of the obstruction party. Fortunately, no one was hurt on board, although a number of shots struck the pilot-house. This fire was kept up at intervals for several miles.

At 6 a. m. we arrived at our destination. On our arrival we found the place occupied by the troops of General Sherman's command, and sharp skirmishing with the enemy across the river. We proceeded immediately to General Sherman's headquarters, and reported March 12, at 7 a. m. The general was much pleased to see us, and congratulated us upon our safe arrival.

We received orders from him to remain at Fayetteville until dusk of the evening, as he wished to send down a bearer of despatches, also mails and passengers.

At the time appointed we immediately started for Wilmington, North Carolina.

After leaving Fayetteville, and proceeding some miles on our way, we met the United States steamer Eolus, with whom we held communication, and then proceeded on our way, arriving at Wilmington at daybreak, March 13, 1865.

I am, sir, very respectfully, your obedient servant,

ANDREW AINSWORTH,

Captain of the Port, Quartermaster's Department.

Colonel WILLIAM L. JAMES,

Chief Quartermaster, Department of Virginia.

No. 117.

HEADQUARTERS DEPARTMENT OF WASHINGTON,

Office of Chief Quartermaster, Washington, D. C., September 9, 1865.

GENERAL: In compliance with General Order No. 39, of July 1, from your office, I have the honor to submit the following report of the duties performed by me, together with statement of my money and property responsibility during the fiscal year ending June 30, 1865.

An annual report for the year ending June 30, 1864, was transmitted by me to your office about September 15, last.

On the first day of July, 1864, I reported to Brigadier General Francis Barlow, commanding first division 2d army corps, and at once entered upon the discharge of the duties as quartermaster of the division, which at that time was in the immediate front of Petersburg, the right of the division resting near the Jerusalem plank road, and joined on the left by the second division of the corps. No movements of the troops or trains transpired, excepting change of the latter from point to point, to improve the parking ground, until July 27, at which date the 2d corps was withdrawn from its position, and moved to the north side of the James river, crossing the Appomattox and James rivers by pontoon bridges, accompanied by a part of the general supply train.

While the corps remained at Deep Bottom, it engaged in several skirmishes with the enemy, but without serious loss, and returned with trains to former position on the 3d of August.

Another movement of the corps to the north side of the James river was commenced on the 13th of the same month, the troops embarking in steamers at City Point, and landing at Deep Bottom on the night of the 14th, while the ammunition and about one-half of the supply trains were sent under cover of the darkness across the Appomattox and James rivers by pontoon bridges, and halted on the south side of the latter river, opposite Deep Bottom, the remainder of the corps trains moving into park near City Point.

A number of unimportant engagements with the enemy again occurred during the stay of the corps; which, with transportation, recrossed the James and Appomattox rivers by pontoon bridges on the night of the 22d, and resumed its former position, the park of the corps train being established near Birney's Station, on the Military railroad.

On the 23d a movement against the enemy's right was made by the first and second divisions of the corps, the troops marching out the Jerusalem plank road.

Heavy rain-storms having occurred prior to and during this movement, the roads were made almost impassable for wagons, and rations for the men and forage for officers' horses had to be transported by pack-mules—a slow and troublesome method, but accomplished successfully.

On the 24th the two divisions pushed on to Ream's Station, (taking with them the ambulance and part of ammunition trains,) on the Weldon and Petersburg railroad, driving the pickets of the enemy before them, and having effectually destroyed the railroad for a number of miles north to the point held by the 5th corps, proceeded to strengthen their position at the station by erecting earthworks, &c., and continued the destruction south towards Strong creek.

On the 25th the enemy in large force attacked the command and a serious battle ensued, attended with severe loss of men on both sides, and resulting in the withdrawal, during the night, of the troops of the 2d corps from the railroad. The transportation was brought back in safety. Troops went into camp on the 26th, with the remainder of corps, on the Jerusalem plank road, near Petersburg, the trains being parked in the vicinity.

During the interim from this date until the latter part of October, the first division second corps remained in about the same relative position before Petersburg.

On September 23 a raiding party of the enemy moved around the left flank of the army and succeeded in capturing and carrying off a large number of cattle belonging to the subsistence department, and for a few days serious apprehension was felt as to the safety of the trains, which were accordingly moved at the time nearer to the troops, but subsequently changed from time to time, as the condition of the parking ground or the supply of water demanded.

Preparation having been made for some days previous, on the morning of October 25 a general movement of the troops to the left commenced, the trains

of the army, excepting ambulances and ammunition wagons, being moved, for safety, inside of the intrenchments at City Point.

The defence of the main works in front of Petersburg, from the plank road to the Appomattox river, was intrusted to the first division 2d army corps.

While the trains remained at City Point, the teamsters and other employés of the quartermaster's department were armed and held in readiness for any sudden attack that might be made on the base of supplies.

The operations of the army on the left comprised a series of engagements with the enemy tending towards and materially assisting the accomplishment of the plan of our great military chieftain of grasping the communications of the rebels.

On the 28th the troops of the army engaged in this movement returned to their former positions, and the trains rejoined them.

On the 28th a telegram from the Adjutant General's office, War Department, was received by me, directing that I should at once repair to this city and report to the commanding general, department of Washington, and assume the duties to which I had been assigned on the 24th of that month.

On the morning of the 30th I transferred my property to the officer appointed to relieve me, and leaving from City Point, arrived in this city on the 31st. On the following day I reported to General Augur, and was assigned as chief quartermaster, department of Washington, in which capacity I was acting at the close of the fiscal year ending June 30, 1865.

Upon assuming the duties of my position, the subject of greatest importance to be considered at the time, and demanding immediate attention, was that of providing the supply of wood for the inclement season then commenced. The available quantity on hand was inadequate for the wants, and the arrangements already made in part contemplated the supply by river; but knowing the uncertainty attending water transportation during the winter, and realizing the absolute necessity of obtaining a regular supply through a reliable channel, I at once took steps to provide for the same by cutting along the railroads in Virginia. The cutting was confined as far as possible to the lands of disloyal persons, but landmarks being almost entirely obliterated in that part of Virginia, in some instances wood was taken from the lands of loyal people. An account was kept at this office (as nearly accurate as possible without survey of land) of all wood taken, so as to facilitate a settlement when ownership and loyalty should be established.

The work of cutting being rapidly and steadily pushed forward insured an abundant stock for issue. From three hundred and fifty to four hundred cords were daily brought by railroad to Alexandria, Virginia, and this city, thereby affording an ample allowance for the troops and hospitals in both cities, as well as for the garrisons in the forts comprised in the second, third, and fourth brigades, of DeRussey's division, south of the Potomac. The supply for the garrisons of the forts in Harden's division, north of the Potomac, the commands at Great Falls, Poolesville, Chapel Point, and other detached posts, and also for prison camp and general hospital at Point Lookout, was provided by purchase in the vicinities at reasonable prices.

Under instructions from your office I furnished up to the close of the fiscal year, to Captain J. G. C. Lee, assistant quartermaster, at Alexandria, Virginia, fifteen thousand six hundred and sixteen cords; to Captain J. M. Moore, assistant quartermaster, four thousand and five cords; and also sold to Captain J. M. Brown, by order of the Secretary of War, nine hundred and twenty-three cords for issue to destitute colored people in this city.

During the month of January the 23d army corps arrived at this point and remained about four weeks. Quarters were provided for as many of the men as possible at the new freedmen's hospital, at the barracks at Camp Relief and Camp Stoneman, and elsewhere, but the bulk of the command was encamped on

the grounds near Camp Stoneman, the tents for the purpose being drawn by me from the depot and returned when the troops moved.

This corps during its stay, the 1st corps (General Hancock's) while in this vicinity, the army of Potomac, and the army of General Sherman when concentrated here, were all amply provided with wood by me, and together consumed about ten thousand cords.

It is estimated that a larger quantity of wood was on hand in my possession at the close of the fiscal year than will be required in this department for a number of months, the same having been provided mostly by the operations of the last winter and early spring, with a view to the quantities needed in coming winter, based on the requirements of the past; but the work of transporting to Alexandria and this city was in rapid progress, the wood being properly piled and protected at these points, and ready for any purpose designated.

During the past winter necessary repairs and some additions were made to the barracks at the forts throughout the chain of fortifications, but the same were as limited as the health and comfort of the troops would allow.

Temporary sheds and stables for protection of animals were erected about the 1st of December on the line of the first separate brigade, embracing the fortified points from Fairfax Station to Prospect Hill, while the troops of the command constructed log and stockade quarters, which were covered with lumber.

By the direction of the Secretary of War, through Major General Auger, the erection of a building for detailed clerks and messengers belonging to department of Washington on duty in this city was commenced about the 20th of February and completed April 15.

This structure is situated on the corner of Twenty-second and I streets, contains accommodation for two hundred men, and it was considered would pay for its cost in about one year, by the saving to the government of the commutation of fuel, quarters, and rations heretofore allowed to that class of men.

On the night of April 1 the frame structure used as public offices pertaining to headquarters department of Washington, adjoining the brick building corner of Fifteenth-and-a-half street and Pennsylvania avenue, was entirely consumed by fire, including part of the furniture.

By direction of the major general commanding, another building, to replace the one destroyed, and intended for same purpose, was commenced about April 10 and finished May 20, without expense to the Quartermaster's department; the cost of material and labor in its construction being paid from the fund in the possession of the Provost Marshal General, defences north of the Potomac.

It having been determined by the proper authorities to retain only a portion of the forts and batteries in this vicinity, the work of removing the guns and other material belonging to the engineer department from the works designated to be abandoned was begun about the 29th day of June.

The order from the War Department (paragraph 5, Special Order 315, War Department, Adjutant General's office, June 17) directed that—

“The ground occupied by the defences to be abandoned will be restored to the proprietors of loyal character, endeavors being first made to liquidate all claims for occupation and damage of every kind, by transferring to them the right and title to the buildings and fixtures of timber on the bomb-proofs, magazines and stockades erected thereon. In the event that such an arrangement is not made to liquidate the claims in full, the buildings will be torn down and material transported to and used for construction of permanent defences elsewhere, or sold, as may be found most advantageous.

“A sufficient guard will be meantime kept to protect the property from fire and injury.”

The preliminary examination and investigation necessary to understandingly

carry out such instructions was delegated to me by the major general commanding, and the preparation of complete data as to the ownership of the property, loyalty of claimants, and damages sustained by the use of their property in such manner, was in course of completion June 30, the barracks and buildings at the abandoned posts being meanwhile placed under protection of proper guard.

During the winter and spring temporary repairs were made to the Aqueduct and Long bridges, rendered necessary by the frequent passage over the same by government teams.

The furnishing of transportation by rail and river does not rest in this office, but the necessary orders have been issued upon the depot officers for transportation from and to various points during the year for upwards of 80,000 men and officers, comprising regiments, detachments, and individual cases; also for 2,522 horses, 276 refugees, 5,680 rebel deserters, 603 paroled prisoners, and 1,437 released prisoners.

The land transportation (wagons and teams) in my possession has consisted of from 500 to 600 teams, mostly of mules, which have been used in hauling from woodlands to the shipping points on the railroads and river, and also in delivering supplies to the various forts and posts.

The animals used have generally been of good condition, although many of the mules received during the winter and early spring were too young and feeble to properly bear the hard labor necessary in hauling from the woods and over the rough and miry roads; but when the armies had concentrated at this point, and turned over to the depot their wagons and teams, a much better class of animals was substituted in their stead, and the close of the fiscal year found this department in possession of transportation animals hardened by service, trained in use, healthy, and fully able to perform the required labor.

I offer no suggestions as to improvements in the pattern of the army wagons and harness, as I consider the class now in use to be simple in arrangement, durable for service, and well adapted for field purposes.

The supply of hay furnished by the depot at times during the winter being limited on account of the closing of the river, it became absolutely necessary for the sustenance of the animals of the cavalry commands on the upper and lower Potomac, and first separate brigade in Virginia, as well as for transportation animals in my possession engaged on woodlands, to purchase (and in some cases make seizures of) hay in the vicinities. By such means a sufficient (but not full) ration was obtained, and paid for at prices ranging from twenty (20) dollars to thirty-two (32) dollars per ton.

The clothing, camp and garrison equipage drawn from the depot has uniformly been of good quality and manufacture, and has been furnished in quantities and of a variety amply sufficient for the health and comfort of the troops.

The disbursements made by me during the fiscal year have been of a miscellaneous nature, including the purchase of fuel, forage, and stationery, payment of court-martial expenses, postage, mileage to officers, commutation of fuel and quarters, extra-duty pay to enlisted men, rentals, hire of employés, apprehension of deserters, &c., which responsibility, together with the property charge and the administrative duty required, has marked this office as one of an almost multifarious character.

The following statement exhibits the amount of moneys on hand July 1, 1864, received and disbursed during the year and remaining on hand June 30, 1865, and annexed will be found statements (A and B) of quartermasters' property and clothing, camp and garrison equipage for the fiscal year, and also statement (E) of property captured by the enemy.

Other of the statements specified in your General Order No. 29 are not required in my report.

To the Quartermaster General of the army and his assistants my warmest thanks are tendered for the valuable instruction and advice imparted.

I am, general, very respectfully, your obedient servant,

M. I. LUDINGTON,

Colonel and Chief Q. M., Department of Washington.

Brevet Major General M. C. MEIGS,

Quartermaster General U. S. Army.

A true copy :

JOHN V. FUREY,

Captain and Assistant Quartermaster.

Statement of public moneys received and disbursed during the fiscal year ending June 30, 1865, by Colonel M. I. Ludington, chief quartermaster, department of Washington.

On hand July 1, 1864	\$17 38
Received from officers during the year	13,485 53
Received from Treasury Department during the year	1,136,800 00
Received from sales of property and other sources during the year.....	14,301 55
Total	<u>1,164,604 46</u>
Expended during the year.....	\$916,426 71
Transferred to other officers during the year.....	231,221 98
Remaining on hand June 30, 1865.....	16,955 77
Total	<u>1,164,604 46</u>

This balance is deposited as follows :

In United States treasury, Washington, D. C.	\$13,354 42
In National Bank of Metropolis, Washington, D. C.	3,601 35
	<u>16,955 77</u>

I certify that the above statement is correct.

M. I. LUDINGTON,

Colonel and Chief Q. M., Department of Washington.



House documents

Bd.: [219,1.] 1865/66 = Doc. Nr. 1 = Congress 39, Sess. 1

Washington, DC 1866

Am.b. 3040-219,1

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